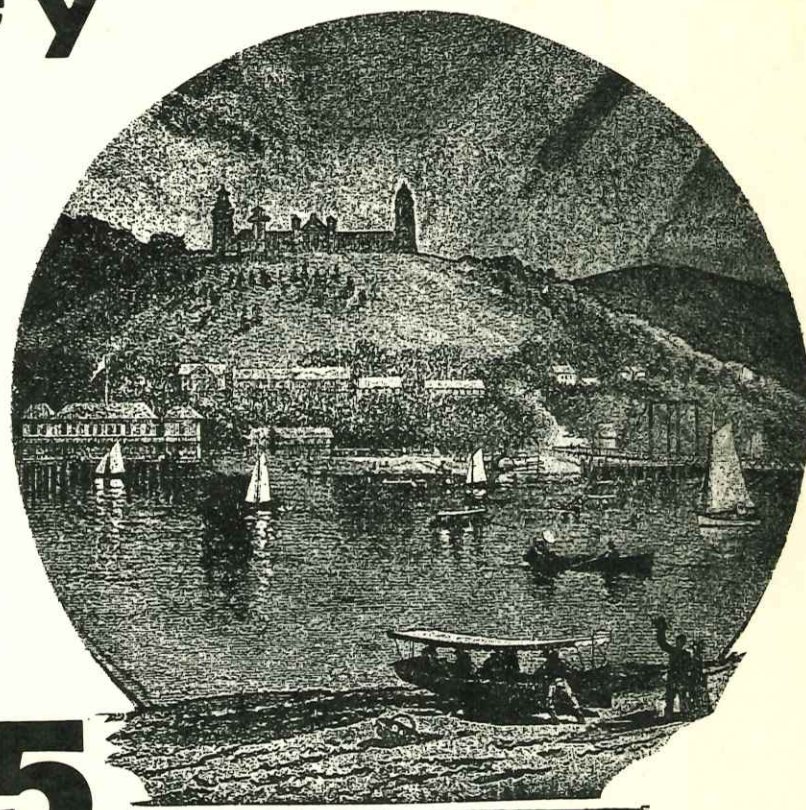


HIGHLANDS

New Jersey



HIGHLANDS FROM THE BEACH

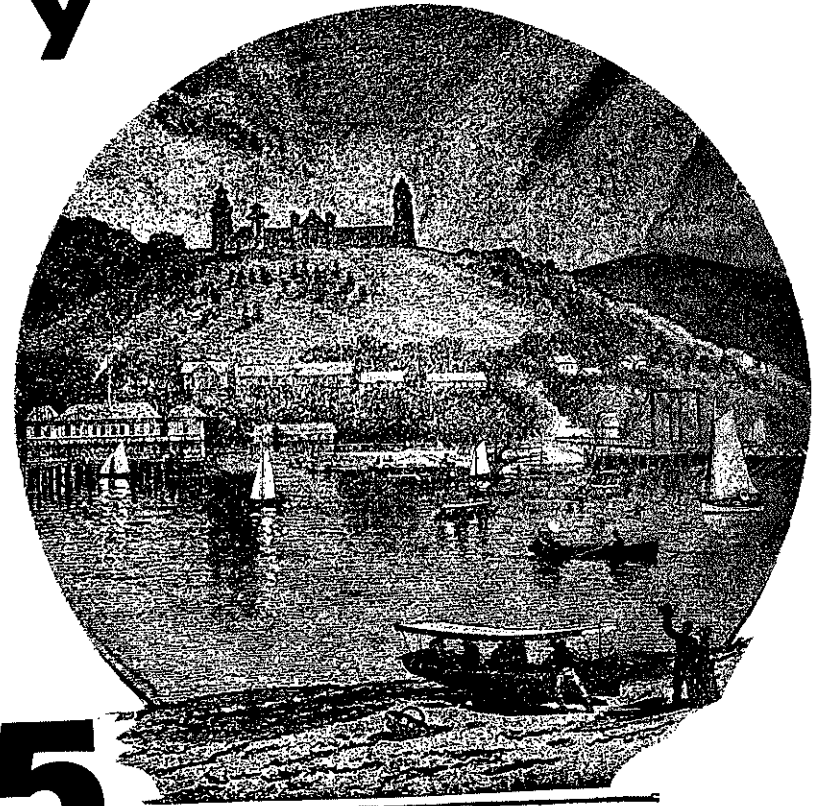
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DIAMOND JUBILEE

Five Dollars

HIGHLANDS

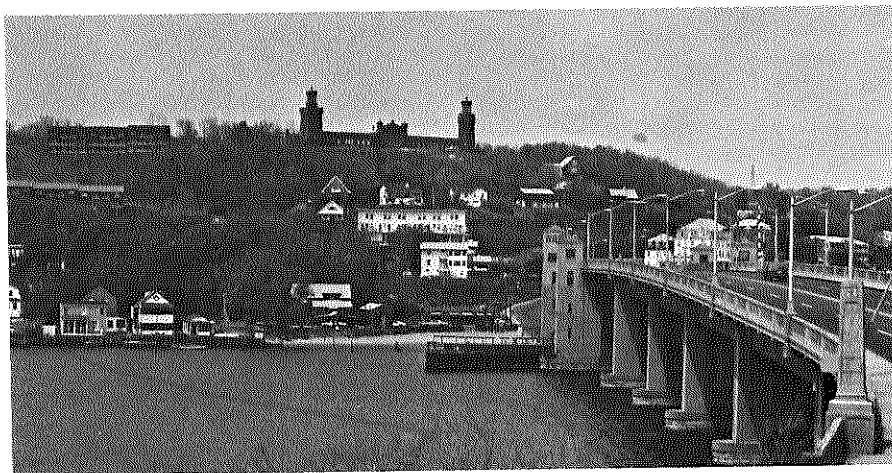
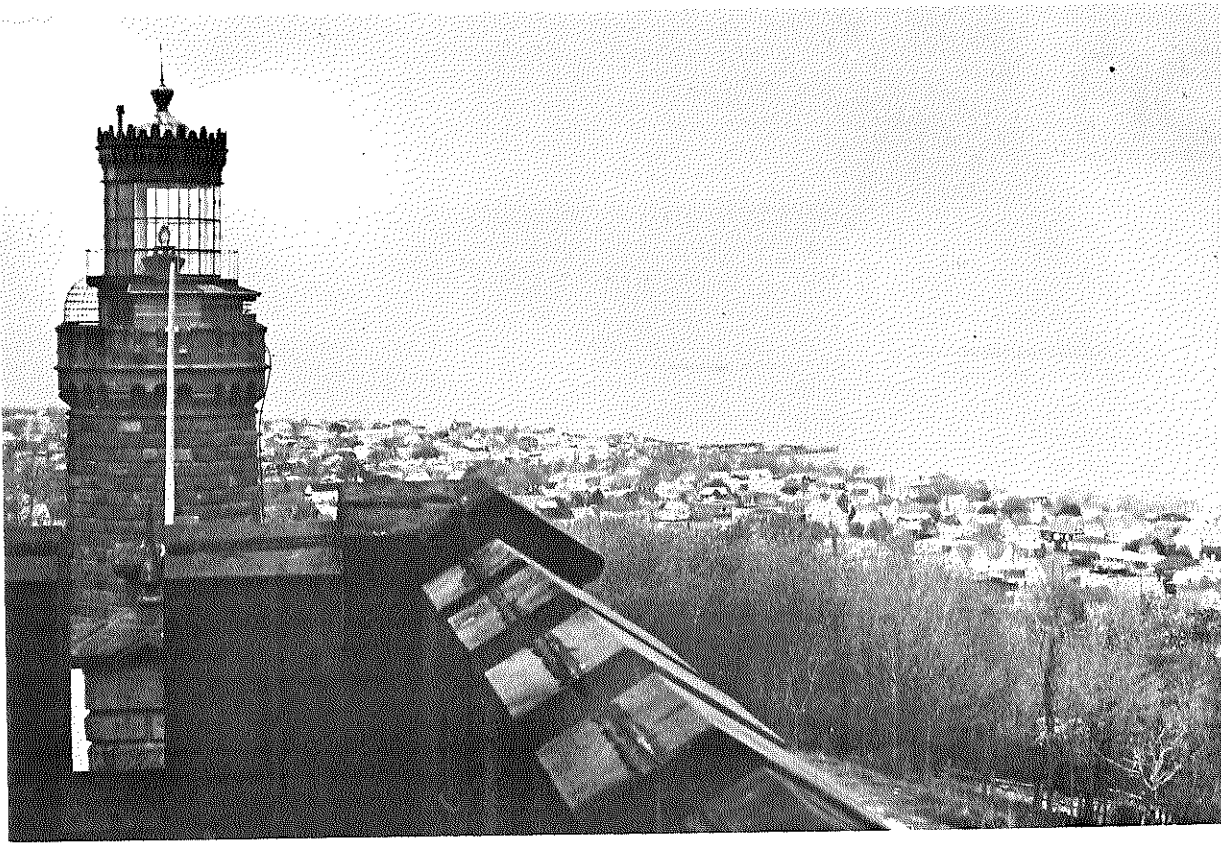
New Jersey



1900-1975

HIGHLANDS FROM THE BEACH

© COPYRIGHT
1 JULY 1975
BY BOROUGH OF HIGHLANDS



HIGHLANDS OF NAVESINK

by Philip Freneau

*These hills, the pride of all the coast,
 To mighty distance seen,
 With aspect bold and rugged brow,
 That shade the neighboring main,
 These heights for solitude designed,
 This rude resounding shore,
 These vales impervious to winds,
 Tall oaks that to the tempest bend,
 Half Druid I adore.
 From distant lands a thousand sails
 Your hazy summits greet,
 You saw the angry Briton come,
 You saw his last retreat.
 With towering crest you first appeared
 The news of land to tell,
 To him that comes fresh joys impart
 To him that goes a heavy heart
 The lover's last farewell.
 This yours to see the sailor bold
 Of persevering mind,
 To see him rove in search of job
 And leave true bliss behind,
 To see him spread his flowing sails
 To trace a tiresome road,
 By wintry seas, and tempest chas'd,
 To see him o'er the ocean haste,
 A comfortless abode.
 Your thousand springs of waters blue
 With luxury to sip,
 As from the mountains breast they flow,
 To moisten Flora's lip!
 The vast retirements of deer,
 When forests round them rise;
 Dark groves, their tops in others lost,
 That haunted still by Huddy's ghost,
 The trembling rustic flies.
 Proud heights! With pain so often seen
 (with joy beheld once more)
 On your firm base I take my stand,
 Tenacious of the shore.
 Let those who pant for wealth or fame
 Pursue the watery road,
 Soft sleep and ease, blest days and night,
 And health attend those favorite heights
 Retirements blest abode.*

Introduction

As the Seventy-fifth Anniversary of Highlands was approaching we felt it would be a good idea to make available to the people of Highlands a commemorative journal that would be informative, entertaining and a source of added self-esteem for a community with so very much for which to be proud. Our souvenir journal is the result of joint cooperation and efforts of the general committee of the Diamond Jubilee Celebration.

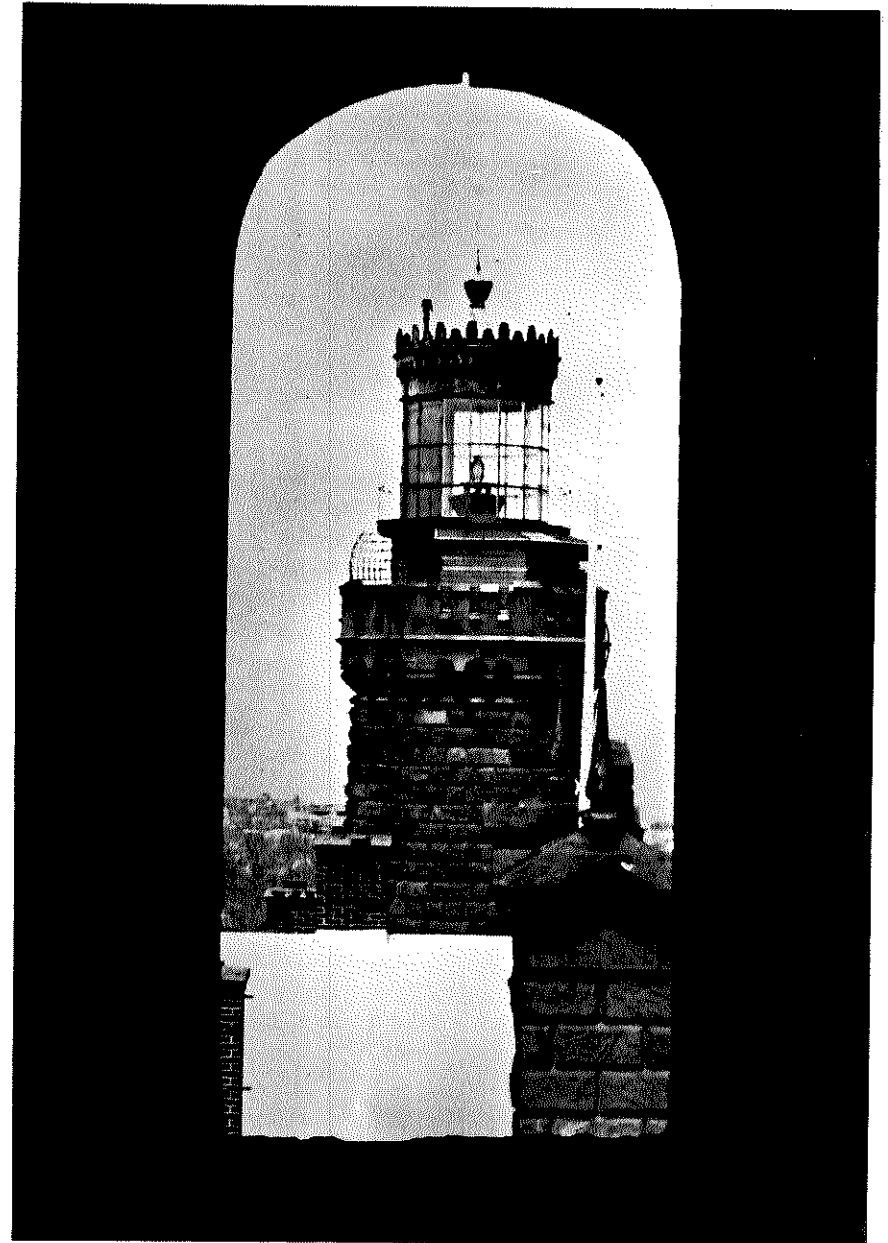
We have made every effort to present the highlights of our glorious past and the accomplishments of the past seventy-five years. Pictures, portraits, prints and other material relating to the history of our community have been loaned and given to the committee by a host of friends and residents of Highlands. Their very abundance proves a source of embarrassment. Certain subjects would have been included had space permitted and we must express regret for any omissions.

This journal would not have been possible without the hard work contributed by many people. I wish to express particular thanks to Clara Dempsey, general chairperson of the 75th Anniversary Committee, John A. Bahrs for compiling a fascinating collection of photographs and James Brydon for his excellent presentation of "Highlands Past & Present" and for the design of the journal.

With the coming of our 75th Anniversary a new spirit of community amongst the people of Highlands has enabled us to plan a summer of festivities unlike any seen before in our proud borough. We encourage everyone to patronize the advertisers who have helped make our anniversary celebration a success.

On behalf of the general committee I wish the people of Highlands a "Happy Anniversary" and hope that everyone will enjoy the many activities that have been planned.

Cornelia J. Shumey



75th ANNIVERSARY COMMITTEE

Honorary Chairman — Mayor Cornelius J. Guiney, Jr.
Chairman — Mrs. Joseph A. Dempsey
Secretary — Mrs. Agnes R. Nash
Treasurer — Mrs. Joseph Sherry
Journal — Cornelius J. Guiney III
James W. Brydon

COMMITTEE MEMBERS

Mrs. Albert Adams
George Andrews
John A. Bahrs
Mrs. William Black
Mrs. Dorothea Brady
Raymond Cosgrove
Harry Doyle
Edward Kwik
Ernest Lamoreaux
Vincent J. Mendes, Jr.
Miss Florence Michenfelder
Mrs. Theodore Mierzwa
George Montanus
Thomas Murphy
Mrs. Eileen O'Neil
Mrs. Lorraine O'Neil
Mrs. Richard Scheurer
Mrs. John Sciortino
Mrs. James Smith
Miss Michelle Smith
Mrs. Robert Stefanski
Robert M. Waters

"Our Town"

*Just a quiet spot in Jersey, by the river and the sea,
And the right amount of neighbors, just enough for you and me
And it's been this way for quite awhile,
We're not much for stuffy, pinkey style;
Tho class stands out in all respects
And leaves no one with true regrets.*

*They say, some folks, far out at sea,
Can gaze our shores in ecstasy, to see, far out, on dreary nights,
A welcome home, from our Twin Lights.
This beacon, known throughout the world,
Has been a signal, once unfurled, to those far out,
For some who fear, that hope, nearby, is ever near.*

*Our men, who fish from shore to sea,
Bring back the best, for all to see;
For no town serves a finer meal, than God provides from rod and reel.
But, flood tides, sometimes, far too high,
Invade our town, from seas nearby,
And we who care, and sometimes shout, remember all who are about,
And each is cared for, in it's way, and all protected, day by day.
Until the floods have left our shore,
And anxious neighbors fear no more.*

*Tho few in Highlands have a claim,
That ever, will, we reach real fame,
We're very proud of one such star,
Whose deeds were miles and miles afar,
A lovely lass, who can forget?
Who brought us fame with records set;
The English Channel was her goal; some said, a very foolish role,
But swim she did, the world would see, with Victory, her destiny.
Gertrude Ederle was her name, who brought to Highlands worldly fame,
And, now today, near Twin Lights arc,
We've set aside, a lovely park,
To dedicate, to one so grand, A Thank You from a grateful band
Of simple folks, in a happy town,
To Trudy, who never let us down.*

*And now, a prayer for those not here,
Who helped us build, in yesteryear,
This town, this place, we love so much
Who cater to the common touch,
Our thoughts, of each and every one,
A simple "Thanks". a job, well done.*

*Lt. Charles B. O'Connor
Newark Police Dept. (Ret'd.)*

THE WHITE HOUSE

WASHINGTON

May 2, 1975

TO THE CITIZENS OF HIGHLANDS, NEW JERSEY

It is a pleasure to join with you as you celebrate your seventy-fifth anniversary. This is an occasion of deep pride for you as well as for your fellow Americans, and I send you my heartiest congratulations.

Your heritage is in the best tradition of our American way of life, and your birthday provides an opportunity for a rededication to the values and ideals that have made our Nation strong. I know you can be counted on to take the best of your past -- and build on it in a way that will realize the promise of tomorrow.

As we approach our Nation's bicentennial your efforts are especially needed. This great republic is nearly two hundred years old, but in many ways we are just getting started. Working together, united in spirit and sharing the ideas of freedom, dignity, and opportunity, we can lay the cornerstone of America's third century and ensure a brighter future for every American.

Gerald R. Ford



STATE OF NEW JERSEY
OFFICE OF THE GOVERNOR
TRENTON

BRENDAN T. BYRNE
GOVERNOR

The Residents of the Borough of Highlands

I want to extend my congratulations and best wishes to you upon the occasion of the 75th Anniversary of the Borough.

In the three quarters of a century since its incorporation, Highlands has grown into a thriving community. Yet, the Borough has maintained the charm that initially attracted people to the area.

I join with all New Jerseyans in wishing you well upon your anniversary. May Highlands continue to prosper in the years to come.

A stylized, handwritten signature of Brendan T. Byrne in black ink.

GOVERNOR

HARRISON A. WILLIAMS, JR., N.J., CHAIRMAN
JENNINGS RANDOLPH, W. VA.
CLAIBORNE PELL, R.I.
EDWARD M. KENNEDY, MASS.
GAYLORD NELSON, WIS.
WALTER F. MONDALE, MINN.
THOMAS F. EAGLETON, MO.
ALAN CRANSTON, CALIF.
WILLIAM D. HATHAWAY, MAINE
JACOB K. JAVITS, N.Y.
RICHARD S. SCHWEIKER, PA.
ROBERT TAFT, JR., OHIO
J. GLENN BEALL, JR., MD.
ROBERT T. STAFFORD, VT.
PAUL LAXALT, NEV.

DONALD ELISBURG, GENERAL COUNSEL
MARJORIE M. WHITTAKER, CHIEF CLERK

United States Senate

COMMITTEE ON
LABOR AND PUBLIC WELFARE
WASHINGTON, D.C. 20510

February 12, 1975

The Honorable Cornelius J. Guiney, Jr.
Office of the Mayor
171 Bay Avenue
Borough of Highlands, New Jersey


Dear Mayor Guiney:

I want to extend my heartiest congratulations to all the citizens of your community as you celebrate Highlands' 75th Anniversary.

Highlands has played an important role in our state in the past, and I know will continue to do so in the future.

With best wishes,

Sincerely,


Harrison A. Williams, Jr.

HAW:arjy

JAMES J. HOWARD
3d DISTRICT, NEW JERSEY

WASHINGTON OFFICE:
131 CANNON HOUSE OFFICE BUILDING
TELEPHONE: (202) 225-4671

DISTRICT OFFICE:
ASBURY PARK POST OFFICE BUILDING
ASBURY PARK, NEW JERSEY 07712
TELEPHONE: (201) 774-1600

Congress of the United States
House of Representatives
Washington, D.C. 20515

COMMITTEES:
PUBLIC WORKS
CHAIRMAN, SUBCOMMITTEE
ON ENERGY
DISTRICT OF COLUMBIA

February 20, 1975

To The Citizens of Highlands:

It is my very great pleasure to offer my congratulations
to your fine Borough on the occasion of its 75th Anniversary.

As the world and the nation have changed over the past
75 years, Highlands has changed also, always keeping abreast of
the needs of the community, but resisting "change for the sake
of change." The Borough of Highlands will, I am sure, continue
on its progressive course, and the Twin Lights will remain an
apt symbol of the leadership shown by this community.

With all best wishes, I am

Sincerely,



JAMES J. HOWARD
Member of Congress

JJH/ss

CLIFFORD P. CASE
NEW JERSEY

COMMITTEES:
APPROPRIATIONS
FOREIGN RELATIONS
TECHNOLOGY ASSESSMENT
BOARD

United States Senate

WASHINGTON, D.C. 20510

February 7, 1975

The Honorable Cornelius J. Guiney, Jr.
Mayor
Borough of Highlands
171 Bay Avenue
Highlands, New Jersey

Dear Mayor:

It is a great pleasure to send greetings and congratulations to you as Mayor, and to the people of Highlands on the happy occasion of the celebration of the 75th Anniversary of the Borough of Highlands.

Highlands is an attractive and forward-looking community, and its residents are justly proud of their pleasant and prosperous borough.

May its next seventy-five years be equally bright and prosperous.

Sincerely,



Clifford P. Case
U.S. Senator

CPC:mu



1900

MAYOR

David M. Miller

COUNCILMEN

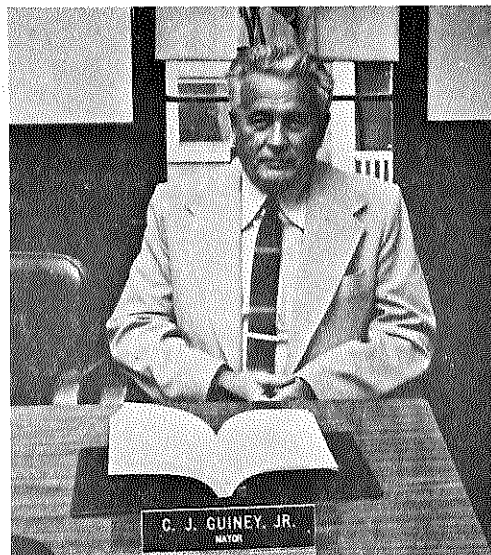
John T. Johnson
Mahlon Burdge
Thomas Hennessey
Lewis F. Parker
John N. Riker
Richard Mount

ASSESSOR

Abram J. Parker

COLLECTOR

Charles T. Maison



1975

MAYOR

Cornelius J. Guiney

PRESIDENT OF COUNCIL

Ernest Vaughn

COUNCILMEN

Anthony Bucco
John P. Johnston
John Rodgers

ADMINISTRATOR

Herbert Hartsgrove

ATTORNEY

Benjamin Gruber

CLERK

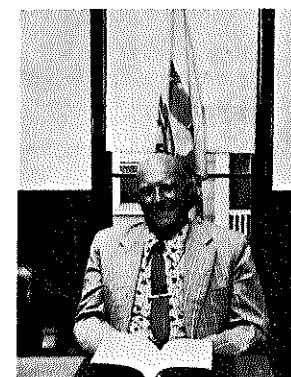
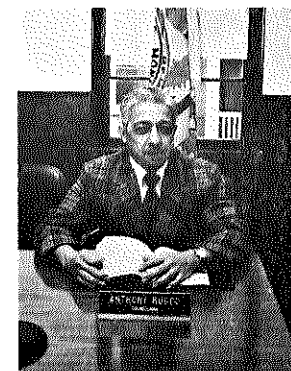
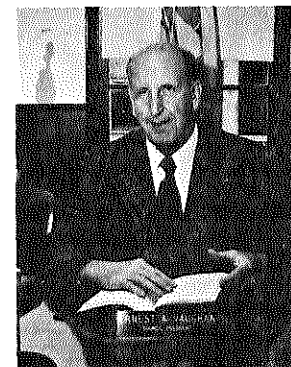
Harriet Albrecht

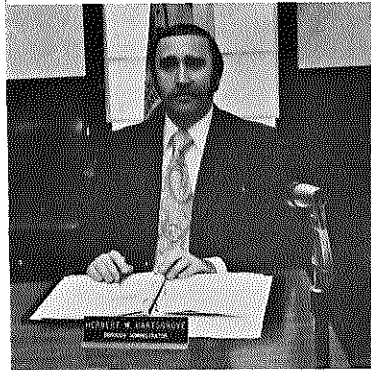
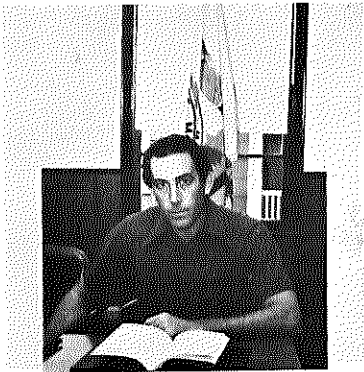
ASSESSOR

Albert Emery

AUDITOR

Herbert Carusoe





WELCOME

From the time Henry Hudson gazed upon the Indians and the British camped in Gravelly Point, Highlands has always been in the news. Its most unusual location and topography - the river, the ocean and the hills - give it something that is most attractive.

People love to come to Highlands to eat; it is really the Seafood Capital of the East. They enjoy vacationing here with the availability of marinas, fishing and swimming. Being next door to the new Gateway National Park and ten minutes from the daily double windows at Monmouth Park Jockey Club, add to the amusements available.

We in Highlands are grateful for our natural gifts and we appreciate all the visitors and friends who, along with us, take advantage of them.

On behalf of the Mayor and Council of the Borough of Highlands, I bid you welcome to our Diamond Jubilee Celebration.

Cornelius J. Guiney, Jr.
MAYOR

HIGHLANDS 75TH ANNIVERSARY

- May 17th 3 prizes — balloons returned from farthest distance. Person who sponsored this balloon and the person selling the most balloons.
- June 2 Highlands Declaration Ceremony as Bicentennial Community
- June 21 Sailboat Races
- August 7th Talent contest — 6 p.m. Highlands Public School. Selection of Miss Highlands . Selection of King & Queen of Baby Parade
- August 9th Softball Game - Women vs Highlands Police at Henry Hudson Regional High School Field 10 a.m. & Donkey Baseball Game.
- August 10th Baby Parade - Haik Kavookjian 100 yr. old originator of Highlands Baby Parade to be Grand Marshall.
- August 11th Bicycle Decorating Contest & Parade Starting at Pier 7 10 a.m.
- August 13th Clam Bake event — V.F.W. Grounds 4 p.m. - 8 p.m.
- *August 14th Dedication of Gertrude Ederle Park
- August 15th Swimming Meet — Conners — Gertrude Ederle to present trophies.
- August 16th Veteran's Alliance Parade — Local
- August 17th Frisbee Tournament Kavookjian Field 10 a.m.
- August 18th Band Concert — Twin Lights 8 p.m. Henry Hudson Regional High School Band.
- August 19th Donkey Baseball at Kavookjian Field 6 p.m.
- August 20th Rock Concert at Huddy Park 7 p.m.
- *August 21st Dawn Patrol at Monmouth Park for 3rd to 6th graders 7 a.m. Leave Boro Hall at 6:15 a.m., 6:30 breakfast at Monmouth for kids.
- August 22nd Highlands Day at the races. Clydesdales to appear.
- August 23rd 75th Anniversary Parade, Clydesdale Horses to appear.
- August 24th Church services — Huddy Park — all denominations.

* N.J. State Lottery Drawing (date to be announced)



To - "Don Mason"
 Held strongly to
 "Faith" in all you do!
 Best always
 Swimmer's spouse
 (Gertrude Trudy Ederle
 New York
 Successful Channel Swim
 August 6, 1926
 Cape Gris Neg to Kingsdown
 (France) (England)
 35 miles in 14 1/2 hrs.

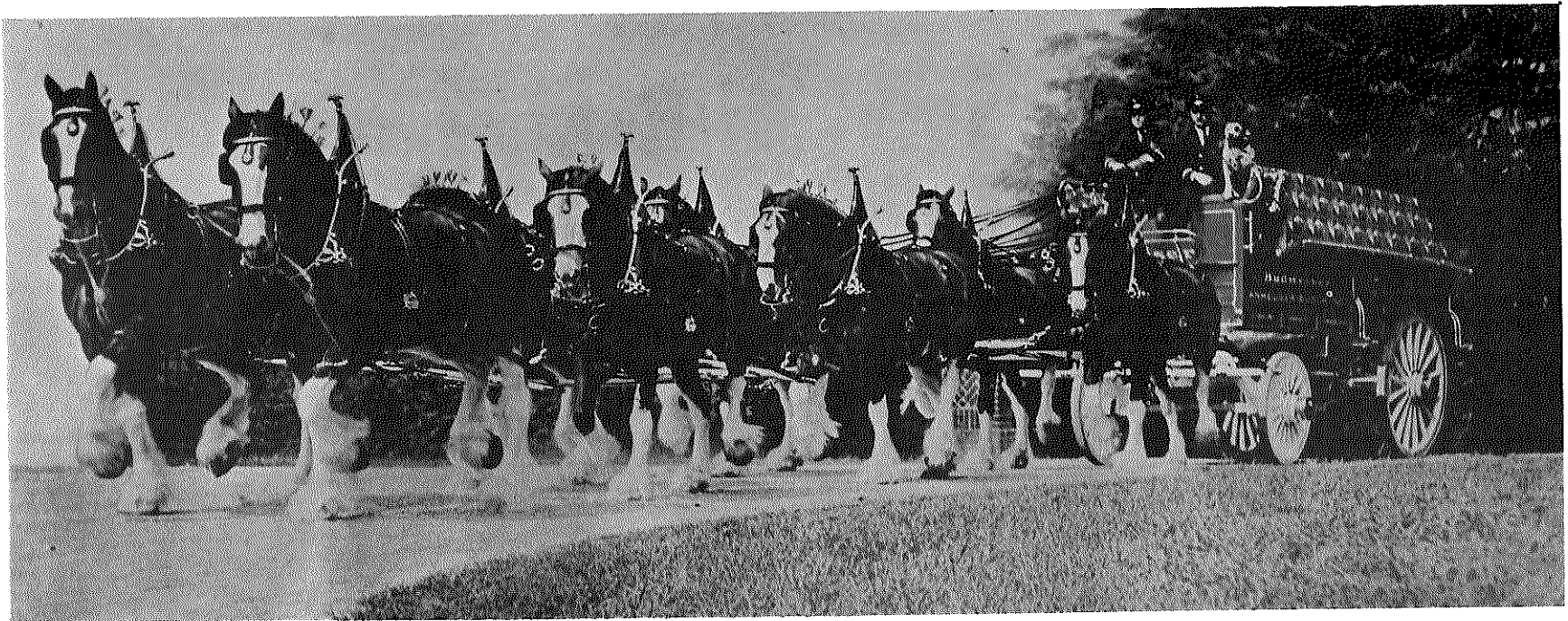


THE INCREDIBLE GERTRUDE EDERLE

Gertrude "Trudy" Ederle spent all of her summers in Highlands, and it was here that she learned to swim — at the beach on Miller Street near where she lived. She swam from Sandy Hook to the Highlands Bridge (the old bridge) in 1926 in two hours and forty minutes, while training for her famous English Channel swim.

On 6 August 1926, Trudy became the first woman to swim the English Channel, a distance of thirty-five miles from Cape Gris Ney, France to Kingsdown, England - the time of her famous swim was an incredible fourteen hours and thirty minutes. This feat also won Miss Ederle the honor of being the first woman to be celebrated with a ticker-tape parade up New York's Broadway.

The New Ederle Park recently constructed near the Highlands Bridge will be officially dedicated in Trudy's honor this summer; and she will be on hand to present the awards to the winners of the Swim Meet to be held on 15 August 1975.



The World-Famous Budweiser Clydesdale Horses, Eight Tons of Champions, are coming to Highlands this summer to help us to celebrate our 75th Anniversary. They will appear at Monmouth Park race track on 22 August 1975 for Highlands Day at the Races, and, on 23 August, will participate in the Anniversary Parade along Bay Avenue. The following is a brief history of the magnificent Clydesdales:

In the early days, Anheuser-Busch used beautiful horses and brewery wagons to deliver beer. The echoing clip-clop of hooves on city streets was as much a part of the sound of those times as the streetcar bell and later the sputtering noises of the horseless carriage.

Prohibition changed all that. Since there was no beer to sell, the brewery naturally had to close its stables. Anheuser-Busch went into other types of business activities...soft drinks, commercial yeast and other products.

But the Busch family were still brewers at heart. When the repeal of prohibition appeared certain, August A. Busch, Jr. planned a special way to commemorate repeal. He secretly bought a team of Clydesdale horses and had them trained to pull a huge brewery wagon.

On 8 April 1933, the day after prohibition was repealed, August, Jr. asked his father to join him on Pestalozzi Street outside the Brewhouse to see his new car. When they reached the street, August, Sr. stopped in his tracks. Instead of the expected automobile, there stood the magnificent Clydesdale hitch with its eight horses, gleaming leather and brass harness and shining Budweiser wagon.

Today the Clydesdale hitch is seen from coast to coast in state fairs, horse shows and parades. The Clydesdales have won hundreds of trophies and ribbons. They appear in the Rose Bowl Parade every year.

When they put on an exhibition, the Clydesdales pull the 3½ ton wagon in a series of intricate maneuvers. The driver holds eight separate reins laced through the fingers of both his hands. He has individual control of each horse. And they're trained to respond to his slightest command. First right, then left. Slower! Faster! Circle! Back up! Years ago these skills were necessary as horse-driven brewery wagons made retail deliveries, jack-knifing the wagon into a dock or unloading zone with the precision and deftness comparable to the present-day tractor-trailer driver.

The geldings in the Hitch have earned their championship rating through the years. Particularly outstanding champions well known among Clydesdale breeders have been: Sir James, Gowry Lad, Belleau Commander, Commandodene, Sailor, Charmadene, Mable MacDonald of Belleau, Dunsyre Silver King, Bardrill May Morn, Newton's Peggy Supreme.

With feathers on their legs flying and thunder coming from their huge hooves, the Budweiser Clydesdale 8-Horse Hitch is an awesome sight of power as they majestically prance by on parade. Many wonder how such power can be controlled. Actually, the Clydesdales are as gentle as they are big. In spite of the enthusiasm of the occasion, the Clydesdales remain amazingly calm, proving that they are "The Gentle Giants".

They are the most widely traveled horses in the United States. The Clydesdales ride 40,000 miles per year in three 40' by 8' vans which were especially built for them. Two of the vans house the Clydesdales. The third van carries the huge brass-trimmed wagon, portable stalls and other important equipment required for their personal appearance.

Ten Clydesdales are taken on each trip to make sure that eight are definitely available for the hitch. A Budweiser Clydesdale goes on parade only when he's in peak condition.

Although Clydesdales are of pure Scotch ancestry, they are now raised in the United States and Canada as well as in Scotland. When a clydesdale joins the hitch, he is usually three to four years old...old enough to show his championship colors. A Budweiser must be bay in color and have all four leg stockings white with white face.

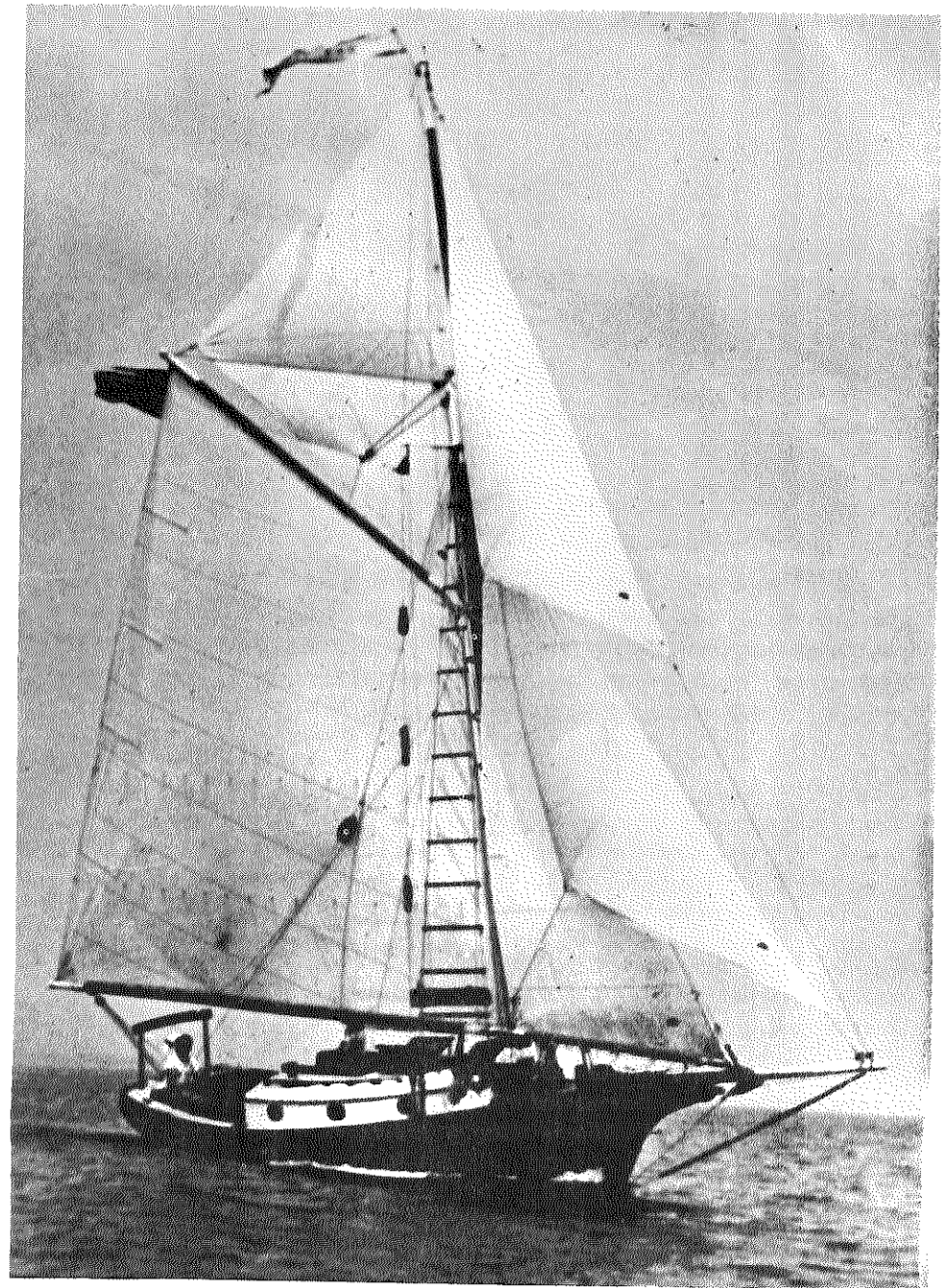
The Clydesdales average 2,300 pounds in weight...and stand between 17 to 19 hands high. Their shoes are made from a 4 $\frac{1}{4}$ pound piece of steel that is almost two feet long and an inch-and-a-half wide. The harness for the eight-horse team is worth close to \$30,000.00.

Six men care for the Clydesdales when they travel: driver, assistant driver and four chauffeur grooms who take care of the horses and harness.

If you've seen the Clydesdales, you've undoubtedly noticed their mascot, "Bud", the frisky Dalmatian that sits with the drivers. He enjoys his role aboard the Budweiser Wagon, barking out his enthusiasm as the hitch moves along the parade route or circles the fair grounds.

The Clydesdales are stabled at the brewery in St. Louis. The Stable, built in 1885, has been designated a National Historic Landmark by the National Park Service, the same service that manages the Gateway National Recreation Area.

On 21 June 1975, the Bicentennial Sailboat Races for the Highlands Jubilee Trophy will have been run in Sandy Hook Bay. Organizer Vincent Mendes expressed the hope that about sixty vessels, preferably older sailing craft, would compete for the seven trophies. The trophies themselves are 75 years old sugar bowls from Angelo's, a most famous Brooklyn restaurant popular in the early part of the 20th century. The trophies will be awarded at a dinner at the Shrewsbury River Yacht Club on 28 June 1975 for such categories as first wooden boat to finish, oldest boat to finish, and five others. The race will be run from Sandy Hook Light House, around the Bay and finish in the area of the NAD Earle pier at Leonardo-a total distance of approximately fifteen miles. If the race meets with as much success as anticipated, it will become an annual event for the Highlands Trophy.





SPRY AT 91, OLDEST NATIVE RAISES FLAG

The youngest spectator at the historic event was the weeks old granddaughter of Mr. & Mrs. Victor Rosetti, but all eyes were on the Borough's oldest native, Mrs. Hubbard Stiles, as she proudly raised the official Bicentennial Flag in ceremonies in front of the Highlands Borough Hall on Monday, 2 June 1975.

The ceremonies were sponsored by the Highlands Jubilee and Bicentennial Committee with Mrs. Joseph Dempsey, Chairperson.

Presentation of the Flag, signifying that Highlands has completed a plan for special commemorations of the country's 200th birthday, was made to Mayor Cornelius J. Guiney, Jr. by a representative of the state American Revolution Bicentennial Association. An accompanying certificate recognizes Highlands as an official Bicentennial Community.



FIRE DEPARTMENT



ABOVE: (center of photo) Chief Robert W. Beatty, Sr.
(Father, William Beatty was Chief in 1963)

BELOW: George Liming — First Fire Chief



FIREMAN'S PRAYER

When I am called to duty
God, when ever flames may rage
Give me the strength to save some life
Whatever be its' age
Help me embrace a little child
Before it is too late
Or save an older person from
The horror of that fate
Enable me to be alert
And hear the weakest shout
And quickly and efficiently
To put the fire out
I want to fill my calling and
To give the best in me
To guard my every neighbor and
Protect his property
And if according to your will
I have to lose my life
Please bless with your protecting hand
My children and my wife.

DEDICATED TO THE MEMORY OF
THE FOLLOWING HIGHLANDS FIREMEN
WHOSE NUMBERS HAVE BEEN RESERVED
FOREVER

-
- #1 GEORGE LIMING (First Fire Chief)
 - #3 FRANCIS SCHMEDES (only Highlands
Fireman to die in the call of duty — 1974)
 - #33 EDWARD DUNCAN (33year veteran)

FIRE DEPARTMENT

In 1894, a hand-drawn Rocker-Arm fire pump brought mechanization to the 53 man bucket brigade that was the Seaside Fire



Department. When Highlands incorporated in 1900, a store was purchased on Bay Avenue and converted to house the pump and the new hand-drawn hook and ladder wagon. In 1903, the Highlands Star Hook and Ladder Company organized and the original Seaside Company changed its name to Columbia Hose Company.

The department joined the New Jersey Firemen's Relief Association in 1907.

Automation came to Highlands firemen in 1921 with the purchase of a solid-tired, chain-driven Bull Dog Mack Pumper. A Mack hook and ladder was added in 1923, and an American La France 500 gallon pumper joined the expanding equipment in 1929.

From the days when an iron ring was struck by a sledge hammer to summon firemen until to-day, when firemen respond to three huge electric sirens, the Highlands Fire Department has had a most distinguished career.

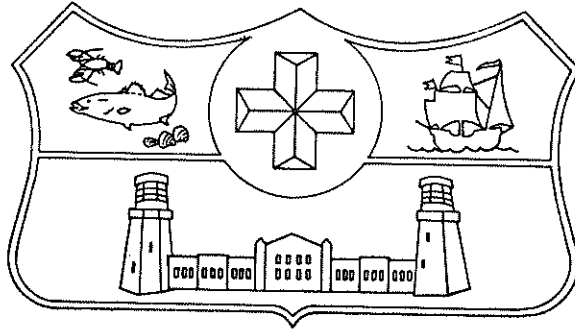
The 50 man volunteer fire department of today, celebrating its 75th Anniversary, includes among its members the oldest active fireman in New Jersey - Henry Quest with 53 years in the department - and the smallest active fireman in New Jersey - Osborn Sickles with better than 15 years in the department, the most recent 2 years as Chief of Fire Police. The Highlands Fire Department also has a Ladies Auxiliary with 23 members.

As a member of the Mutual Aid Service of Monmouth County, the Highlands Fire Department will answer calls for assistance in any area of Monmouth County in addition to its normal service area of Highlands, Gateway National Recreation Area, and parts of Middletown Township.

The Fire Department is equipped with three pumpers with a combined capacity of pumping 3300 gallons of water per minute, a hook and ladder with a reach of up to 50 feet and heavy-duty generator and lighting system, a heavy-duty auxiliary pickup truck with rescue equipment and large Generax system for lighting, a 16 foot "Boston Whaler" rescue boat and a large submersible pump for drawing water from the river, lakes, etc. The combined forces of equipment enables the men of the Highlands Fire Department to give invaluable aid in even the heaviest of firefighting and rescue operations. The Department currently handles over 100 calls per year.

In addition to the many festivities planned for this summer to celebrate the 75th Anniversary of Highlands and the Highlands Fire Department, the Department itself will be distributing commemorative plaques, mugs, and ash trays throughout the season. The proceeds from the sale of these commemorative items will be used to continue the fine service provided by the dedicated and unselfish men of the Highlands Fire Department and their Ladies Auxiliary.

HIGHLANDS FIRST AID



In 1930, six men took a first-aid course in Atlantic Highlands and then decided to begin a permanent First Aid Squad in Highlands. At first part of the Fire Company, they obtained an independent charter in 1931, the charter members being Harry Rubby, Irving Parker, Howard Monahan, Dick Derby, Charles Herbert, and Percy Hauser. They needed an ambulance, but the most the funds they raised could buy was a second-hand hearse. Today the First Aid Squad has three recent-model Cadillac ambulances, with complete rescue equipment, housed in its headquarters building, built in 1951 on Valley Street. From its headquarters the Squad answers calls for aid from Highlands, Gateway National Recreation Area, the U.S. Coast Guard and parts of Middletown Township. The current membership stands at twenty-five, all volunteers under the leadership of Squad President Walter Katz, an 18 year veteran of the Squad; and there is also a ladies auxiliary. A recent bequeathal from Highlander Bertha Butman has enabled the Highlands First Aid Squad to further improve the quality of service that has already earned its many letters of commendation. The Squad coat-of-arms was designed by artist Frank White.

HIGHLANDS RECREATION COMMITTEE

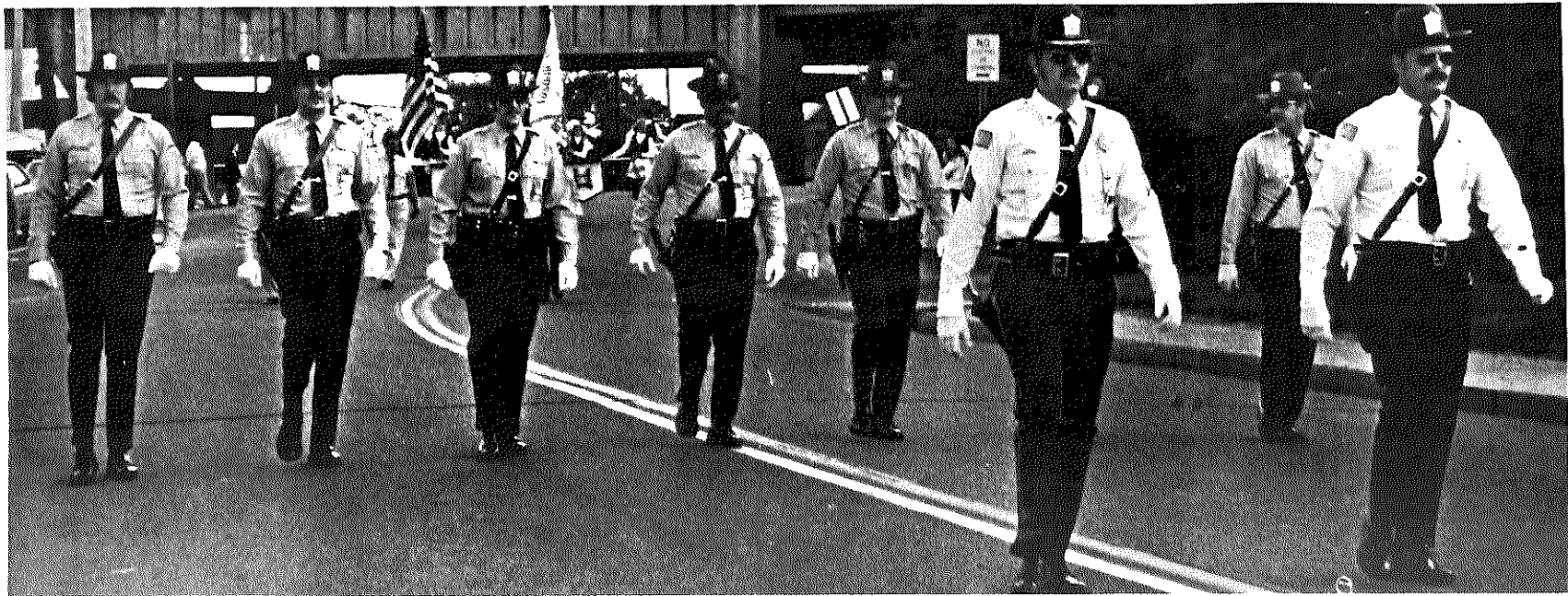
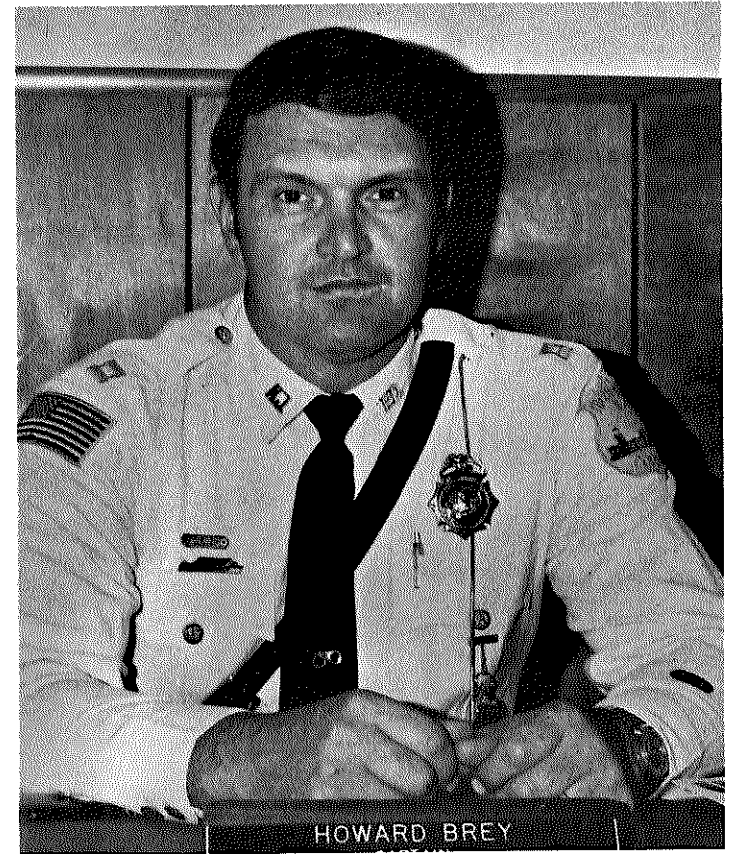
COUNCILMAN ERNEST A. VAUGHAN, CHAIRMAN

ERNEST F. VAUGHAN, RECREATION DIRECTOR

<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>AUGUST</u>
SPORTS PROGRAM MOVIES MOTHERS DAY ARTS AND CRAFTS PLAY PROGRAM	SPORTS PROGRAM HAYRIDE FATHERS DAY ARTS AND CRAFTS PLAY PROGRAM	SPORTS PROGRAM PLAY PROGRAM SWIMMING CLASSES RED - WHITE AND BLUE DAY	SPORTS PROGRAM SWIMMING CLASSES 75TH CELEBRATIONS FIELD DAY ROCK CONCERT FRISBEE - ETC,
<u>SEPTEMBER</u>	<u>OCTOBER</u>	<u>NOVEMBER</u>	<u>DECEMBER</u>
SPORTS PROGRAM STORY HOUR MOVIES ARTS & CRAFTS	SPORTS PROGRAM STORY HOUR HAYRIDE PUMKIN PARTY HALLOWEN PARADE	SPORTS PROGRAM STORY HOUR MOVIES CHRISTMAS ARTS & CRAFTS	SPORTS PROGRAM STORY HOUR CHRISTMAS CRAFTS BREAKFAST WITH SANTA CHRISTMAS TREE LIGHTING



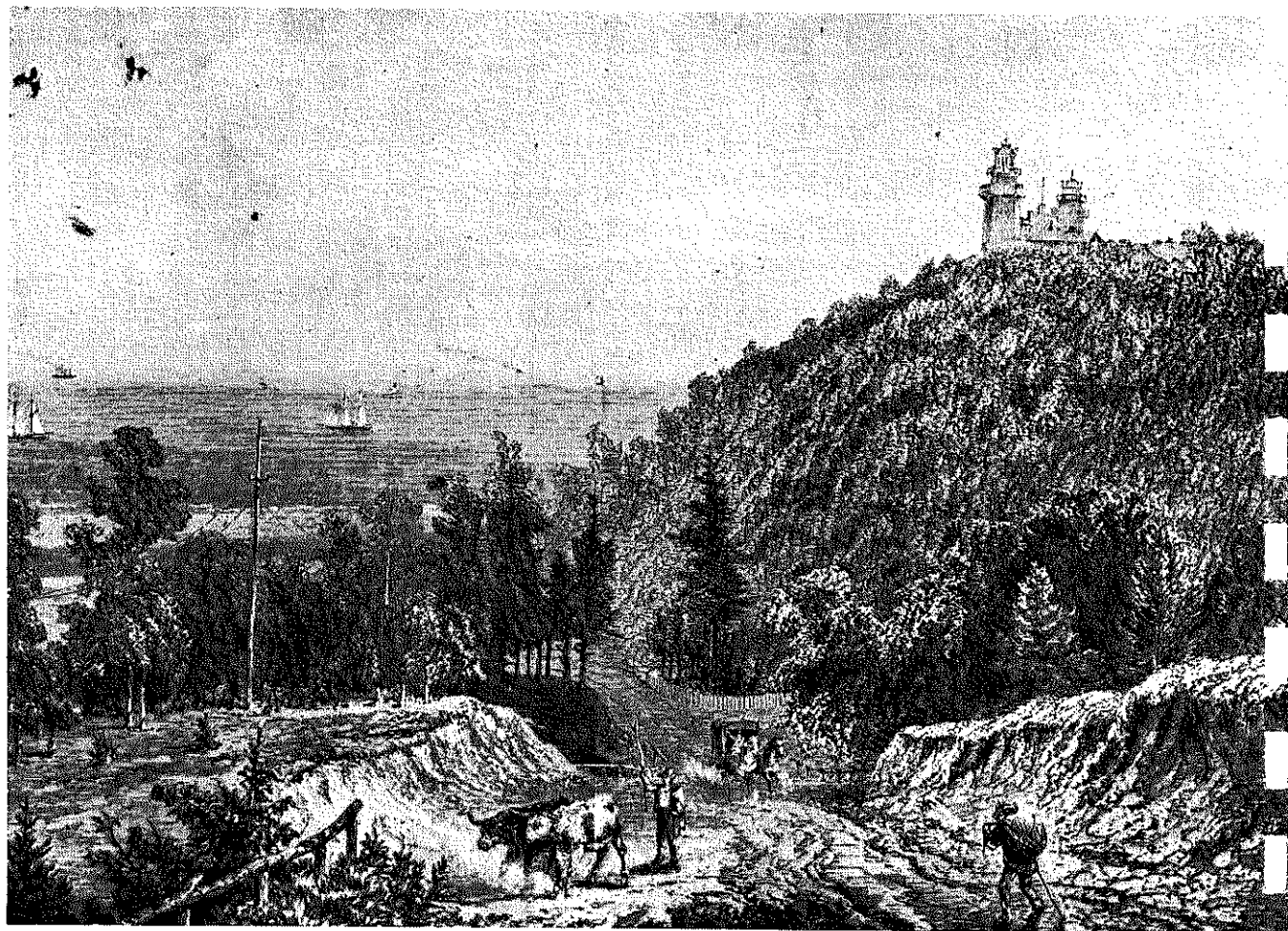
Police Dept.



Highlands

Its Past and Present

Compiled and Edited by
James W. Brydon



From 1525, when Giovanni de Verrazano first came to explore the area, through the 17th and 18th Century Dutch and English settlers, and up to the 20th Century, the first sight of land for the many hundreds of thousands of immigrants and visitors to our shores was the rugged and thickly wooded hills of the Highlands of Navesink. Rising majestically above the turbulent waters of the Shrewsbury and Navesink Rivers and Sandy Hook Bay, Mt. Mitchell, at 260 feet above sea level the highest point on the U.S. Eastern Seaboard, has welcomed many of the most historic and legendary figures in the development of America.

As a haven for many American Indian tribes; as the stopping place for such historical heroes as Verrazano, Estevan Gomez, Henry Hudson, Capt. Joshua Huddy, the Gloucester fishing fleets, the U.S. Armed Forces, and the infamous Rum Runners; as the setting for such legendary figures as Capt. William Kidd, and the bewitched "Water Witch" and "Lust in Rust" of James Fenimore Cooper's

flowing imagination; and as a mecca for fishermen, bathers, hikers and artists, the hills of Highlands have stood towering in the forefront of the development of the New Jersey Shore. The history of Highlands is as diverse as the varieties of trees, wild flowers, fishes and people that populate its woods, shore and waters - no area of the Jersey Shore has played so important an historic role, nor gone through as many changes as the little town of Highlands and the ever-changing spit of land called Sandy Hook.

Situated just twenty-six miles from New York City, to which it is connected by land and water routes, Highlands today is a major attraction to fishermen, bathers and other lovers of the shore, and to those who delight in the very best of seafood dinners. The docks and marinas of Highlands provide safe harbor for every type of craft imaginable, its restaurants are among the most famous on the shore, and the newly established Gateway National Recreation Area on Sandy Hook provides over thirteen miles of ocean and bay bathing for summer visitors.

The history of Highlands and Sandy Hook is filled with romance, glamour, heartbreak, treachery, dedication and adventure. Let's go back through thousands of years of geologic time to begin our look at the life of this "good fishing place" which was once known as one of the most beautiful spots in the world.

Mt. Mitchell, rising 248 feet above the town of Highlands and 260 feet above sea level, is the highest point on the Atlantic Coast of the United States. Our present day coastline, for all its year-in and year-out changes, is relatively stable - basically unchanged for many centuries. At one time, though, eleven thousand years ago, the seas of the "Jersey Shore" washed most of the Coastal Plain on a line just to the south and east of the modern cities of Camden and New Brunswick. Out in the ocean were scattered islands - the occasional "high" spots such as Mt. Mitchell and other, lower hills of Highlands. At that time, during an interglacial period, the sea level was 300-600 feet higher than at present because of melting glaciers pouring into the sea. Then, about four thousand years ago, as the waters receded and further geologic upheavals pushed the land mass of the continental shelf upwards, the foreboding topography of the hills of High-

lands was exposed to dry in the sun and become alive with lush vegetation.

The Highlands hills fall away quickly, precipitously in spots, to the Bay on the north, the Atlantic Ocean on the east and the Navesink River on the south.

Today, the narrow Peninsula called Sandy Hook is the only barrier preventing three thousand miles of rolling Atlantic Ocean from breaking at the foot of the hills of Highlands - though there were many times when the furious waves were able to punch their way through in spots. But long ago there was no Hook at all. The Navesink and Shrewsbury Rivers flowed directly into the sea east of the Highlands. Slowly, though, prevailing currents pushed a narrow spit of land to the north, uncertainly moving across the river estuaries - although not completely closing them. The spit lengthened and, out beyond the full influence of the rivers it widened.

Then, incredibly, the sands, incited by the mischievous ocean, stood up to the Navesink and Shrewsbury Rivers and closed their mouths, forcing them to flow northward inside the new Hook.



Today, Sandy Hook is a geological adolescent, still growing; its area has quadrupled since the Hook was first surveyed in 1685 and its shape is in constant change. But the building of a sea wall over eighty years ago has prevented the angry waves of the capricious Atlantic from smashing through to the River inlets again.

The oldest known route of travel to the coast, the Minisink trail, began on the upper Delaware River and wound its way through northern New Jersey to a termination point on the Navesink River. This trail was used by Indians, predominantly those of the Algonquin and Lenni Lenapi nations, from throughout New Jersey to retire to their summer villages to fish and clam and pick beach plums. Of the many tribes that came to "Navesink" - which means "good fishing place" the most permanent were the Newasunks, Raritans, and Sachem Papomorga - Lenni Lenapis. These tribes were the ones most written of and traded with by the early white visitors to the area - who continued for many years to call the area by the Indian name "Navesink."

In 1524, the Highlands of Navesink were seen, for what was probably the first time, by a white man - the explorer Giovanni de Verrazano. He wrote of natives "clothed in feathers of birds of various colours" and of naming "a small mountain which stands by the sea" - probably the "mountain" upon which the Twin Lights now stands.

Also in 1524, Estevan Gomez, a Portuguese exploring under the flag of Charles V of Spain, visited the Highlands of Navesink and drafted what were probably the first maps of the area. His maps were more than likely the only in existence in Europe for almost a century, and it is doubtful that they were very widely circulated among the jealous and protective ruling kings. It was on these maps that Sandy Hook was first drawn - it was labeled "Cabo de Arenas" or "Cape of Sands".

So, when Henry Hudson sailed with his ship, the Half Moon, and his crew into the Sandy Hook Bay, he made history as the first real explorer of this area.

The log book of one of his crew members, named Robert Just, is the first bit of real estate promotion for the Highlands:

"This is very good land to fall in with," he wrote, "and a pleasant land to see. Our men went on land, so they went up into the woods and saw great stores of very goodly oaks and some currants". (Probably meaning wild plums or wine berries according to Fletcher Pratt, Highlands historian).

Another crew member, John Colman, became the first man

whose life was taken in the making of the State of New Jersey when he was killed "with an arrow in his throat" by frightened Indians coming upon his scouting party in the woods.

But Henry Hudson's fame in the history of Highlands has nothing to do with oaks, currants or loss of life - rather with the most basic element of life, water. The rugged and thickly wooded hills of Highlands are only moderately changed in appearance since that day in September, 1609, when he dropped the Half Moon anchor and sent his men ashores to seek water before continuing his voyage up the river which bears his name.

Deep in those trees is the site of the flow of clear, cool spring water from which Hudson's men refilled their casks. Even up to 1900, sailing ships stood in behind the Hook to get water from "The Spout"; Thomas H. Leonard, in his 1923 History, recalled the 300 sails of the New England fishing fleet clustered on the Bay a "sight beyond" as they awaited a favorable wind after getting Highlands water. Though nature has brought about the overgrowth of the trails from the bay, the stone retaining walls are crumbling, and the water has been contaminated by time and population, the sight of Henry Hudson Springs is still marked and provides shady refuge to the Spring and Summer hikers that follow the winding road through the hills.

Several years after Henry Hudson's visit, around 1613-1615, the Highlands of Navesink became of special interest to Dutch traders. They traded with the Navesink Indians and charted the waters.

One, William Reape, made a deal with the Sachem Popomorga, getting land enough for several counties in exchange for rum, powder, and blankets. It is doubtful as to whatever became of Reape's claim to the land, as later dealings fail to mention him at all.

It was around this time that "official" names began to be applied to Sandy Hook and the Highlands hills. Adrian Black, a waterway chart-maker, named them, collectively, "Rodenberg Hoeck" meaning "Red Hills Hook". Later Dutch settlers renamed it "Rensselaer's Hoeck", after one of the sponsors of the New Netherlands settlement.

In 1664, British settlers took over and renamed the settlement "Portland", probably due to its resemblance to the town on the south coast of England of the same name, and which terminated in a similar hook formation.

The hills of Highlands were always the first landfall for ships voyaging from Europe to the New York area, and, according to historian Fletcher Pratt, by 25 January, 1664, title to the ground on the Highlands of Navesink was being purchased from the Indians by a group including James Hubbard, John Bawne, John Tilton, Jr., Richard Stout, William Goulding and Samuel Spear - some of which names still stand among the list of the borough's residents. The price was rather more than that paid for the Island of Manhattan. This could have been due to the local Indians being shrewder business men than their New York brothers or because the fishing was so much better here.

At any rate, according to Mr. Pratt, there seems to have been some difficulty about this sale, because Governor Richard Nicolls had already granted the "Monmouth Patent", covering the Highlands of Navesink, and soon after the proprietors of East Jersey, under a Royal Grant, issued the same grant to other patentees; but there is no record of how the matter of title was settled, in court or out of it.

The clear point is that in 1677, Richard Hartshorne purchased from the Indians, with the proprietors of East Jersey as overseers, for the usual beads, guns, and firewater a 2,320 acre tract of land which gave him control of nearly all of Sandy Hook and the Highlands - then called "Portland Poynt" - and made him and his family the first permanent settlers of this area.

The lease specified that Hartshorne was "to enjoy the whole range and benefit of Herbage and feed for hogs and cattle with privilege of fowling, fishing, etc., upon the beach called Sandy Hook. for 21 years rent: 1 pepper corn, yearly, if demanded. . ."

This agreement has given us an interesting insight into the Indians' mode of life and their conflict with the white man. It reads, in part, "Whereas the Indians pretend that formerly, when they sold all the land upon Sandy Hook they did not sell, or did except liberty (retained the right) to get plumbs (beach plums) when they please, and to hunt upon the land and fish, and to take dry trees that suited them for cannows (canoes). . .

"I, Richard Hartshorne, . . . for peace and quietness sake, and to the end that there be no cause for trouble with the Indians and that I may not for the future have trouble with them as formerly I had, in their dogs killing my sheep. . . I have agreed (to their) plumbing on Sandy Hook, hunting, fishing, fowling, getting cannows, etc.. (they in turn to convey to me) forever... Sandy Hook (and) lands adjoining to it, (the Highlands of Navesink) in consideration the said Richard Hartshorne hath paid unto the said Jawavapon, thirteen shillings..."

It is a tribute to Richard Hartshorne and the other early settlers of the Bayshore area that in settling here they spilled not a drop of Indian blood in battle, nor did they take an acre of land without the consent of the Indians.

Any discussion of the history of the Highlands of Navesink has got to include, also, the history of Sandy Hook. The two are inseparable, though physically separate - they are a team; militarily, in navigational importance, in fishing and recreation, and in the economic growth of the area. We have already traced the development of Sandy Hook geologically through the movement of tides and currents and we have seen it charted as Cabo de Arenas - now let's look at its development in relation to the first stirrings of growth of the New World.

Sandy Hook, by nature of its geographic location in lower New York Bay, is one of the most famous navigational landmarks on the Eastern Seaboard. Extending northward into lower New York Bay beside the original and, until 1899, the only deep water channel into New York Harbor, its strategic location has in varying degrees involved it in the discovery, economic development, and military history of this region.

Some who gazed across the Highlands to New York recognized the true destiny of Highlands and the Hook - to warn the city of an approaching enemy, to fight that enemy if he arrived, and, in days of peace, to guide ships into the harbor. As settlement and control of the region progressed as New York evolved into an important trade center in the New World, the need to permanently identify the existing channel was obvious; as was the need for a lighthouse on Sandy Hook to prevent any more of the costly wrecks that had already taken place by 1761 in violent storms, for which the Hook is notorious.

As early as 1680, Edmund Andreas, English colonial governor of New York and New Jersey, which was then one province, planned to build a beacon on the Hook, it must eventually have been destroyed by the sea or outlived its usefulness, for, on 16 May, 1762, the New York Merchants purchased a four acre site from the Hartshorne family for a light house. On 11 June, 1764, the Sandy Hook Light House was lighted for the first time and it still exists today - a National Landmark as the oldest operating light house in the United States. The City, and those who come to it by sea, have depended on that light since 1764.

Of all the legendary ships that found refuge in the Sandy Hook Bay, none loom larger in tradition and mystery than the Buccaneer Ship of Captain William Kidd. Many a tale-weaver, down through

the years, has told of the flying of the skull and crossbone and the Kidd treasure buried out on Sandy Hook by a lone pine tree or in the sands of Highlands, or resting on the bottom of the Bay where he tossed it to escape a Man-o'-War. No amount of scoffing can make the townspeople of Highlands ever believe that these legends are not true.

One of the most sensational episodes in the history of Highlands is the great gold rush of 1948. On 19 April of that year, William R. Cotrell, a 75 year old lobsterman, found actual and visible ancient gold coins, about the size of half-dollars, on the beach off Cedar Street.

Fletcher Pratt tells us that for days all business ceased as Highlanders and foreigners sifted the sands in frenzied search for more of Capt. Kidd's lost treasure. When the rush was over a considerable amount of valuable collectors' items were recovered. Though the value of the coins cannot be disputed, their link to Capt. Kidd can be; Kidd was captured and hanged in 1701, and most of the recovered coins bore dates of 1730 and later. This makes it seem exceedingly likely that they actually belonged to the treasure chest of a British frigate, H.M.S. Looe of forty-four guns, which dragged her anchor and went ashore in the lower bay in 1744, before the Hartshornes had built their big house or before there was anyone else to watch the proceedings except a few uncomprehending Indians of the Nawasunk tribe.

If some say Captain Kidd never really unfurled a sail off the Hook, it remains a fact that no one ever delves into the region's story without coming up with at least a mention of his name.

Beyond legend is the important role, based on historical records, that the hills of the Highlands of Navesink and Sandy Hook played in the American Revolutionary War. A vital strategic point for both the British and Colonial Armies, the area was constantly trafficked by the movement of troops of both sides.

When the British fleet arrived off Sandy Hook on Saturday, 29 June, 1776, sympathizers with the British cause, mainly from Monmouth County, fled to Sandy Hook via Highlands in large numbers. These so-called "Loyalists" built fortifications and with the help of the British, were able to hold Sandy Hook for the remainder of the Revolutionary War.

Perhaps the most widely known event relative to Sandy Hook, Highlands, and the Revolution happened during 1778 after Britain learned that France had acknowledged the independence of the young United States. At the time Britain had its main army divided

between Philadelphia and New York and it was decided to consolidate these two forces at New York.

The British were short of ships and it was planned to march the Philadelphia force of over twelve thousand, across New Jersey to New York. General Sir Henry Clinton was in command of the army, which departed Philadelphia on 18 June, 1778.

General George Washington started in pursuit of Clinton with some of his force that same day from Valley Forge where they had spent their infamous harsh winter. The next day the entire American army of about the same size as the British, was on the march.

The two armies met at Freehold, now the Monmouth County Seat, where the important Battle of Monmouth was fought to a draw on Sunday, 28 June, 1778.

After the battle, Clinton continued his journey through Monmouth by way of Middletown, then on toward Sandy Hook. On top of Chapel Hill, and from the Navesink River to Sandy Hook Bay, Clinton deployed his force while a pontoon bridge was being built from the Gravelly Point section of Highlands across the tidal stream at the base of Sandy Hook.

On 5 July, 1778, a week after the battle, as recorded in General Clinton's own narrative of the war, "the King's army descended from the High (lands) of Navesink, where I caused them to encamp, and embarking in transports (off Horse Shoe Cove) were conveyed to their respective stations on Staten, York, and Long Islands."

The Loyalists stayed in control of Sandy Hook even after the war was ended by the surrender of Cornwallis at Yorktown on 19 October, 1781.

The Loyalists waited there on the Hook until the following year when they sought refuge in New York City, which was still occupied by the British until the American Revolution was ended by the Treaty of Paris on 3 September, 1783.

Highlands had its own Revolutionary hero, Captain Joshua Huddy. He was the eldest of seven brothers, a member of the Monmouth County branch of the Continental Militia and a great hunter of the gangs of Tory (Loyalist) refugees who plundered this whole section of the state in their search for American rebels. They made him a particular target of their destestation and several times laid plans to kill him. In 1780, on one of the Loyalists' many raids from Sandy Hook, one of these plans practically succeeded when

they set fire to his home in Colts Neck. Huddy, who was within and armed, agreed to surrender if they would help him to put out the fire. They did agree and started off with Huddy as a prisoner; but the burning house had attracted the attention of his neighbors, who sent for help to the nearest guard station, whereupon the local militia all took their guns down from the mantelpiece and boiled out in pursuit. They overtook the vengeful Tories before they reached their boats at Black Point, Rumson, and during the row, Huddy knocked out the man who was holding him, jumped overboard, and escaped.

Two years later the Loyalists caught up with him during a raid and minor battle at the salt works at Toms River, then known as Dover. Huddy was carried off to the Sugar-House Prison in New York City and then transferred in irons to a guard ship at Sandy Hook where the British held him for a short time. On 12 April, 1782, a party of Tories carried him to Gravelly Point - Highlands - where he was allowed to write his will. Charged with having cruelly put to death one Captain Philip White, Captain Joshua Huddy was hanged. (Philip White had been captured by rebels earlier in Long Branch and shot while being transported to Freehold. Huddy was not involved in the shooting, having been in a British prison at the time, but was hanged merely as an expression of retaliation). Huddy's body was found by a party of patriots, who carried it to Freehold and buried it there.

General George Washington, when told of the hanging, demanded the British turn over to him Captain Richard Lippencott, a Monmouth County Loyalist said to be responsible for the hanging. This demand was refused and a substitute was offered, who was later released as a "humanitarian act" of the Continental Congress.

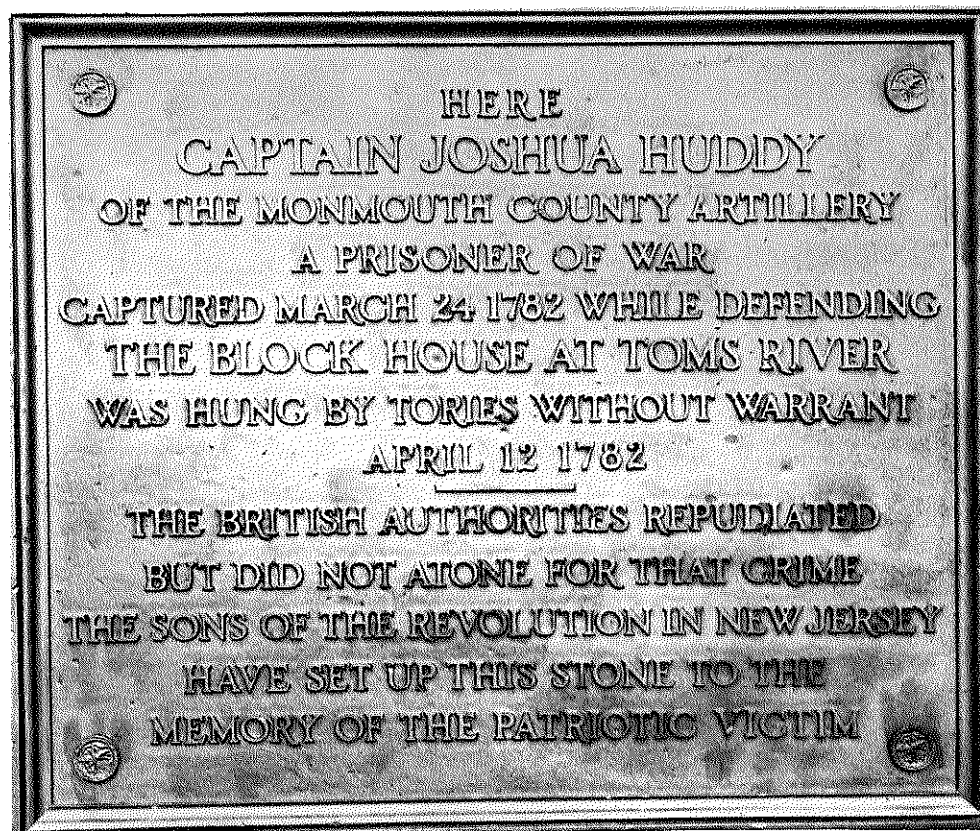
A monument bearing a plaque to Captain Joshua Huddy now stands in a small park which bears his name at the foot of Water Witch Avenue in the Highlands near the spot where he was hanged.

In 1796, hotelman Nimrod Woodward bought eight hundred acres of land on Sandy Hook and built what was probably the first hotel in the Highlands of Navesink area. The first hotel to be built in the Highlands proper was the "White House" also built by Woodward in 1815.

The hotel business thrived from '96 until the War of 1812 caused a temporary halt in the operations due to the use of the roads then on the Hook to bring supplies to the Navy flotilla stationed there and to the workmen building new fortifications. Since the War of 1812 was fought over encroachment of British shipping and the impressment of American seamen, it naturally followed that Sandy Hook would be brought into play to provide defense for the

vulnerable New York Harbor. From this time, and for a long time afterwards, strong works were employed in the defense of Sandy Hook - though the British did maintain an effective blockade of the Harbor. Whenever British ships were sighted in Sandy Hook Bay, pre-arranged visual signals were flashed from the Hook to Highlands, then to Staten Island and to New York to alert defenses there.

After peace was signed with Britain in 1814, the Highlands of Navesink once again began to bustle with the tourist trade. Many new hotels were built on Sandy Hook and on the hills of Highlands, and many new homes sprang up - mostly belonging to visitors from the cities of New Jersey and New York. Boating became a major past-time in the area and the Bay was constantly alive with the glisten of blowing sails. Shipping was in its prime and the romance of the sea was the common denominator of the era's literature.



The Water Witch was just one of those fanciful sea-going adventures - launched from the pen of James Fenimore Cooper, author also of the great American classic, Last of the Mohicans, and considered America's first real novelist.

THE WATER-WITCH



As for the Water Witch, she was a sea-going lady. Cooper drew that full-rigged "skimmer of the seas" out of thin air, writing hastily in a Paris hotel in 1830, before the elusive ship escaped him altogether. The Water Witch is one of America's finest sea legends and her sailing lanes unmistakably were the waters at the foot of the Highlands of Navesink.

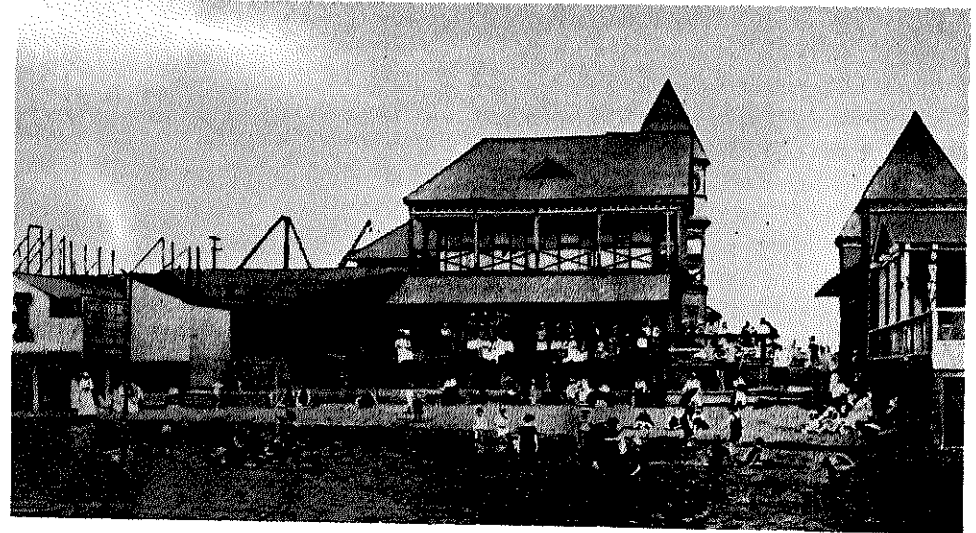
Cooper remembered well the Highlands where he often had visited, and he transplanted his memories into his novel as a background for the bewitched ship. Its setting was Woodward's hotel, where he had spent much time and called, in the novel, "Lust in Rust" - the ruins of which could still be shown to visitors as recently as 1913. Today nothing remains - not even the sign, "Water Witch" at the long-gone railroad station in the section of Highlands that gave James Fenimore Cooper the name for his book. But the Highlanders remember - especially those who live in Water Witch and tell of the book written about their community.

The lore and legend of the sea is filled with graphic depictions of sea-fight and shipwreck; and the Highlands of Navesink has its share of romantic narratives. But the real tragedy of death on the sea is as much a part of its history as beach plums and musket fire. Though the beacons on Sandy Hook and the Highlands had been operating for many years, the tragic loss of life and cargo in violent storms, for which it must be repeated that the Hook is notorious,

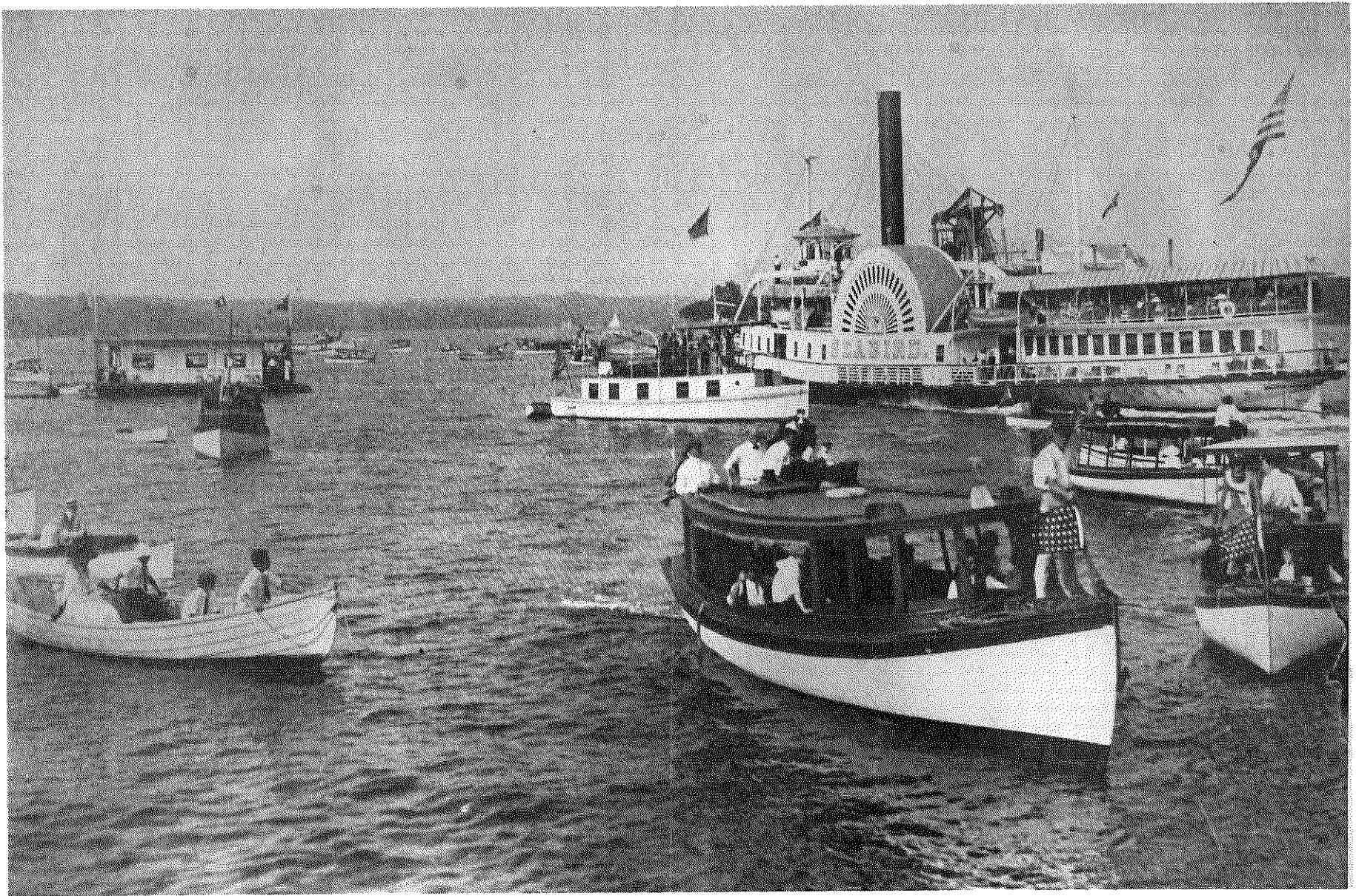
necessitated the formation of the Lifesaving Service in 1848. The Service was at first manned by volunteers, mostly hardy shore fishermen from Highlands, who, when needed, would brave the crashing surf in small, fragile boats to drag rescue lines to the passengers and crews of hapless ships.

Probably the most tragic of the shipwrecks was that related to us by Fletcher Pratt - the four-masted schooner Kate Marquise. On 12 April, 1890, the captain and eight crewmen of the Kate Marquise were lost when the ship broke up in an hour, with no one being able to get ashore, in spite of the heroic efforts of a Highlander named Charles Pederson, who waded out with a line through boiling surf.

Highlands continued through the 1800's, despite the Civil War when fortifications continued to be improved on Sandy Hook, to grow in esteem as a resort area and to attract the most renowned of America's citizens. Walt Whitman, one of America's most famous poets, celebrated his excursions to Highlands in his journals and a group of his poems entitled, "Fancies at Navesink". And during the period from 1880-1900 Highlands was considered America's foremost and most elegant watering place.



Many hotels, pavilions and clubs had grown up in the Highlands by 1880, and its scenic effects and scenic wealth had made it an ideal all-year residential town. This was the beginning of a new era for Highlands - a romantic era. Once merely the first glimpse of America for millions of immigrants - all the way back to the 17th Century Dutch - the hills were now alive with people attracted by the feeling that the Highlands is one of the most beautiful locations in the world.



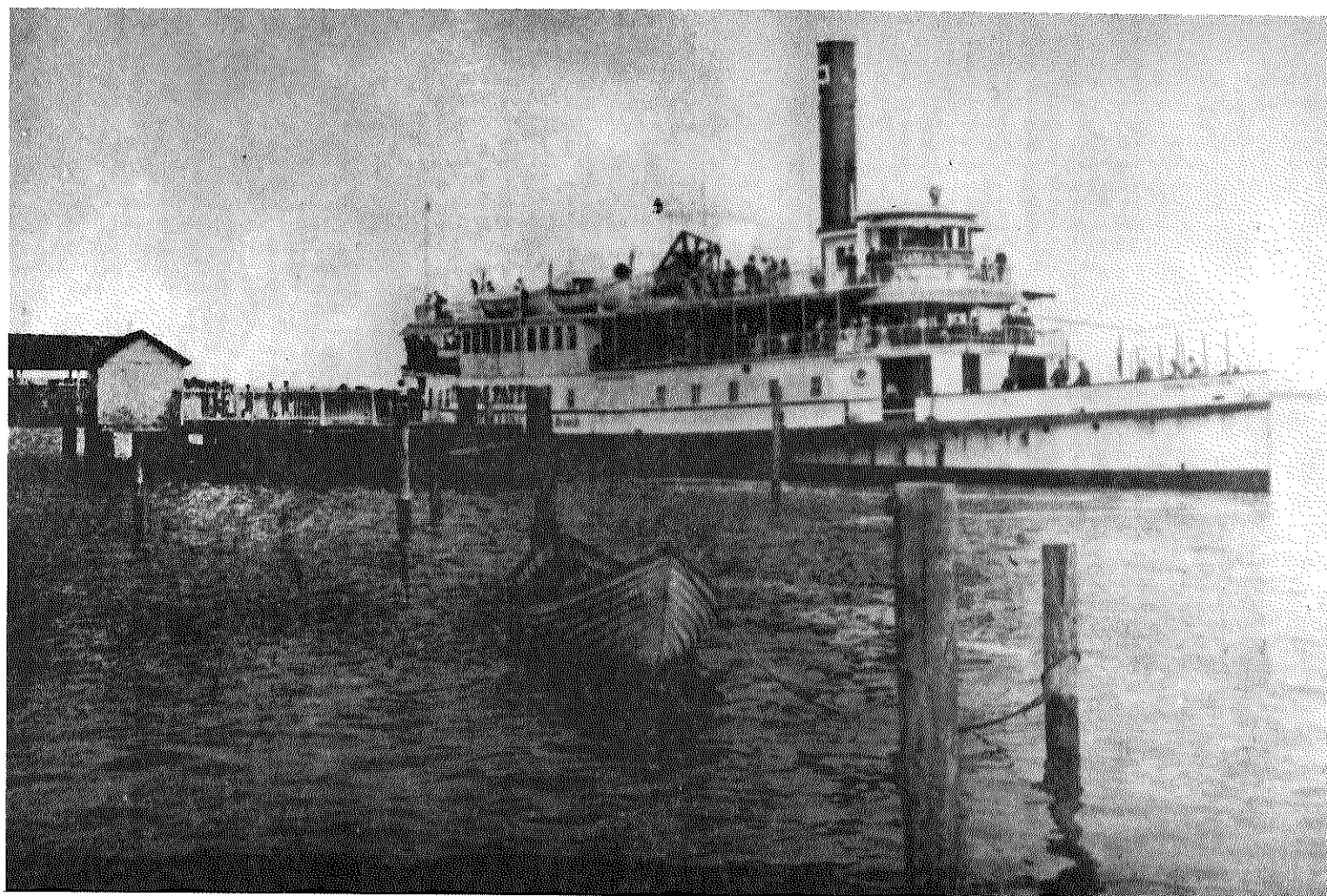
Coach, railroad, steamer, and sailing ship service brought Sandy Hook and Highlands to their prominence as a vacation spot in the post - Civil War prosperity. Though drawn by the pristine loveliness and the ever-present loneliness, the new visitors found the enduring thing to be the essential romance of the place, a place touched by

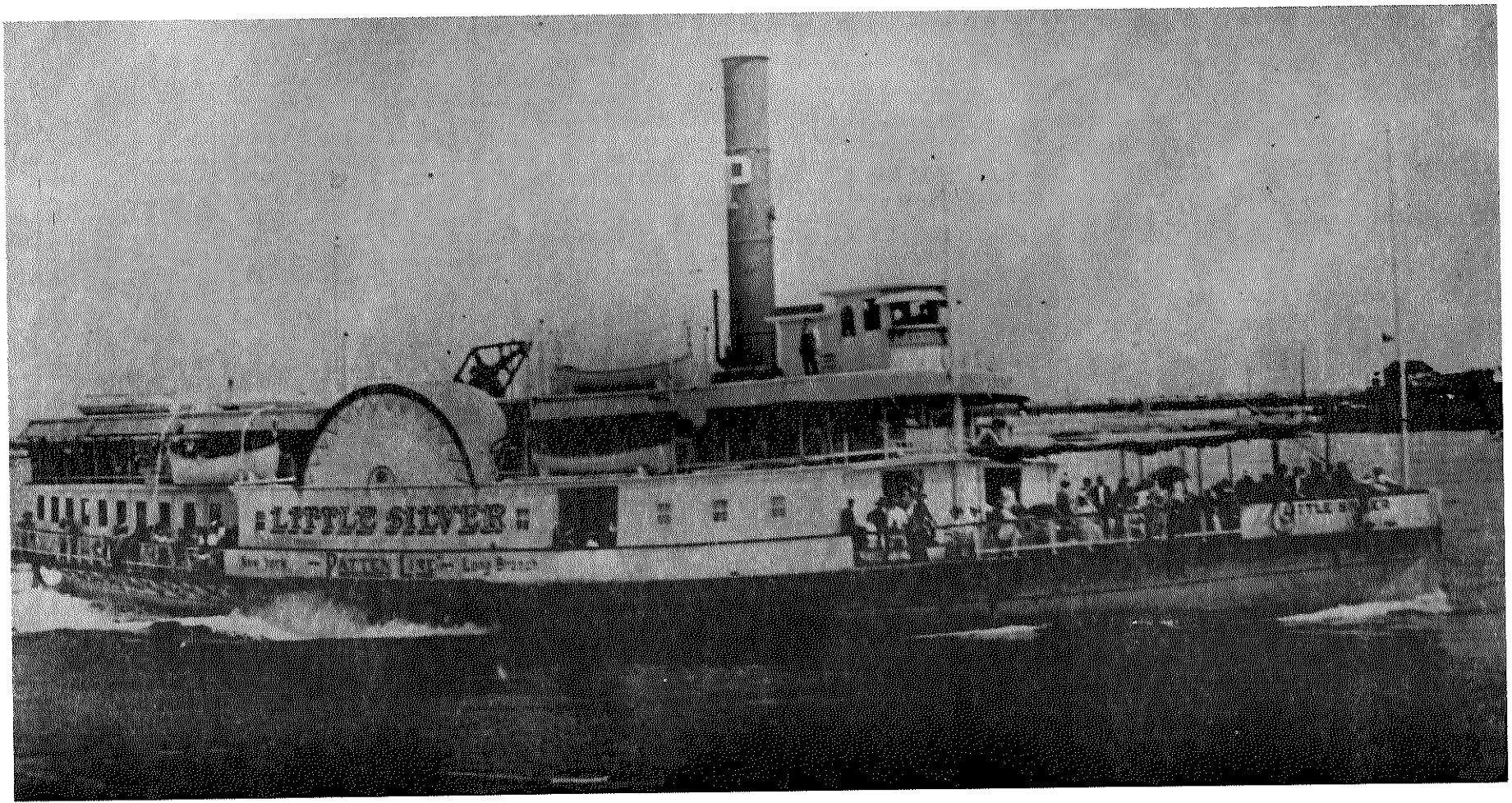
the sea, yet apart from it - located as it was in the second richest agricultural county in the country at the time. Nothing - wind, storm, hurricane, even people, changed the Highlands much. Its character was unmatched - the familiar and the mysterious existed side by side.

There sprung up at the Highlands a colony of the arts. Pioneered by John Webster (producer?) New York's favorites of the theatrical profession built their summer homes on the hill from the Twin Lights to the Navesink River Bank (Portland Road and Highland Avenue) and, attracted by the scenic wealth - particularly the spectacular view of Sandy Hook and New York from Lighthouse Hill (the Hook here being easier to see than any strip of the Jersey Shore) - many artists of the time also built their homes here. So popular was the Highlands that Harper's Magazine sent a journalist down nearly every summer in the 1870's and 1880's to write of the fascinating parade of fishermen and artists, yachtsmen and clammers, and of the natural wonders of the shore and mountains.

The first steamboat to Highlands was the Saratoga, Captain Joseph King, the date being 1830. The Saratoga was built by Capt. King and he, along with Peter W. Schenck (related to Peter F. Schenck, the first postmaster of Highlands) and four others, formed the Monmouth Steamboat Company. This was the beginning of an era that lasted for over one hundred years.

Most of the steamboats were side wheelers (two attempts to use stern wheelers failed when the vessels continually went aground) and these made as many as four round trips daily from New York to Highlands, Red Bank, Little Silver, and Long Branch. Hotels, merry-go-rounds, picnic groves and dancing pavilions lined the shores of the





Shrewsbury River at Highlands and Sandy Hook; but the big attraction was the floating theater on the Shrewsbury, which performed Gilbert and Sullivan operettas and musical comedies to audiences of over two thousand.

During the years, the Mary Patten, Little Silver, Thomas Patten, and Elberon began to make their runs, and these four became the famous Patten steamers of the heyday of steamboat operations.

The 1920's were boom years for the steamboat era in Monmouth County waters. In 1926, for example, two companies alone reported carrying more than one million passengers between New York and New Jersey! However, by 1930, because of the tremendous development of our national highway system and the popularity of the automobile, the operations of many of these vessels became economically impractical.

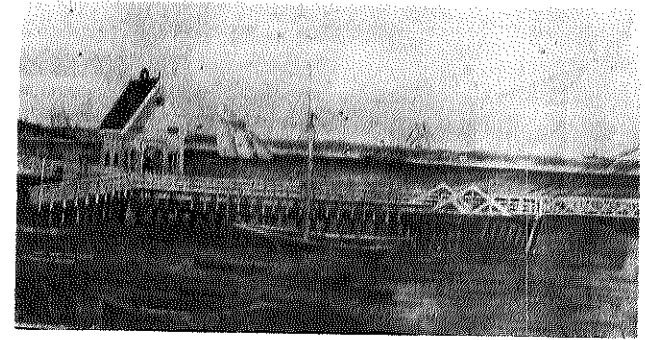
Sadly, the century-long era of steamboat operations on the Shrewsbury and Navesink Rivers came quickly to an end as the Little Silver docked for the last time in 1932.

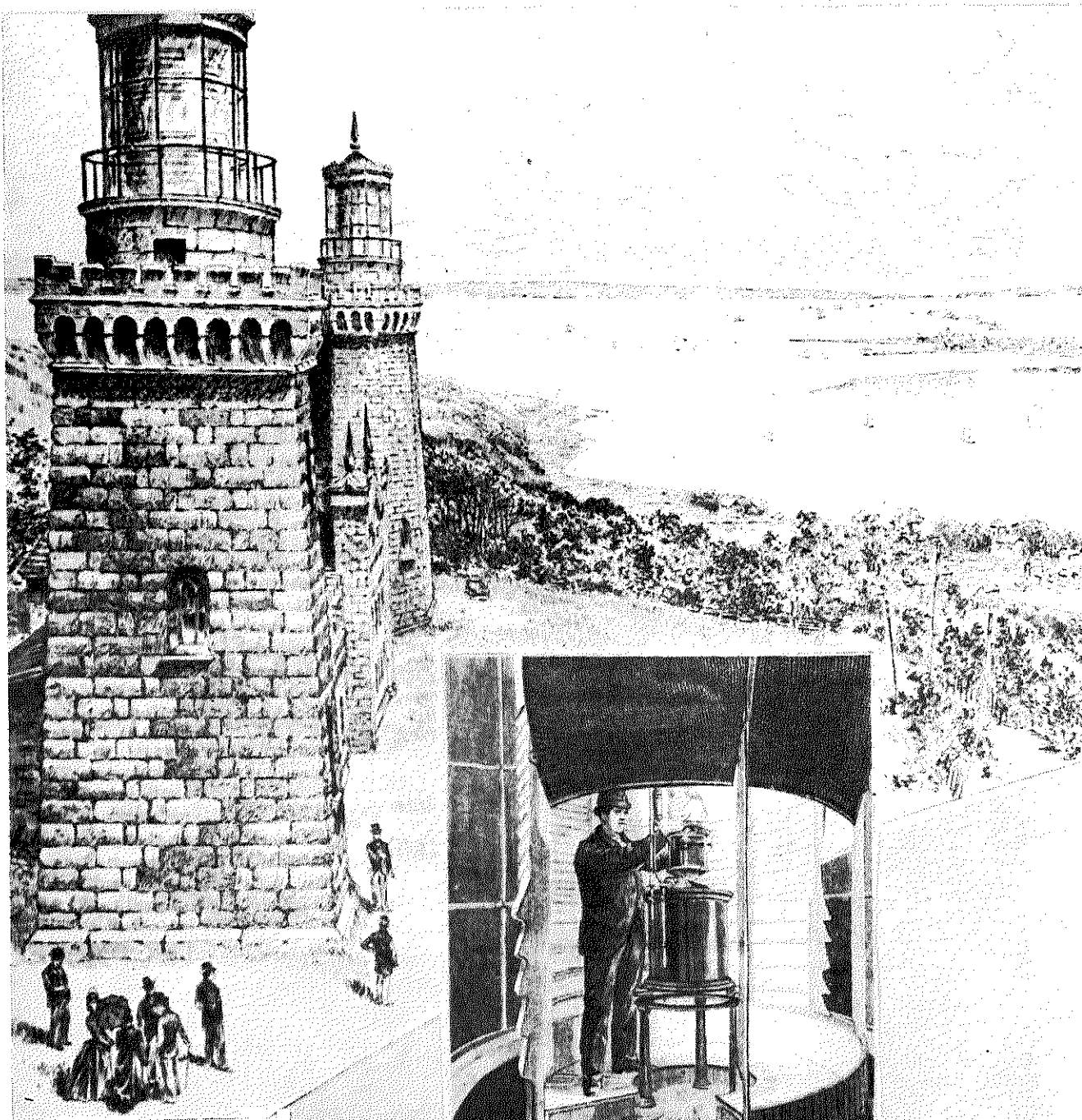
But the steamboats and sailing ships were not the only means of transportation available to the millions of visitors to Sandy Hook and Highlands. The Seashore Railroad was built on the Sandy Hook peninsula in 1865, and James Schenck established a ferry service across the river, from Highlands to his hotel on the Hook, which was maintained until the bridge was constructed in 1872. The bridge was a drawbridge erected by the Highlands Bridge Company; it was 1,452 feet in length, 18 feet in width, with a draw of 186 feet, and was built at a cost of \$35,000.00. It was formally opened on 5 December, 1872 and continued in use until July, 1875 when a schooner ran into the draw and disabled it - in which condition it remained for three years. The Monmouth Bridge Company was formed, bought

the bridge, repaired the draw, making it 194 feet in length, and opened it for travel on 27 June, 1878.

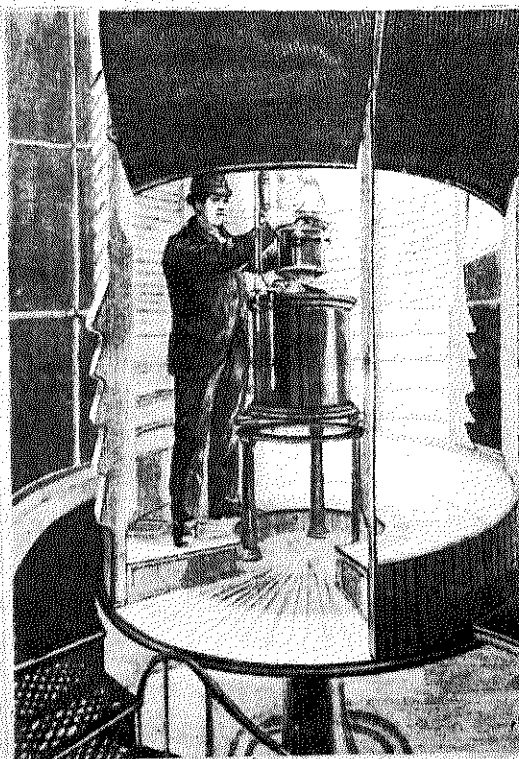
By 1883, the railroad came to Atlantic Highlands and in 1892 the old draw bridge at Highlands was torn down and a new railroad bridge was built by the New Jersey Central Railroad Company for their coastal line. This new bridge for rail, vehicular, and foot traffic was opened on 30 May, 1892 - beginning another great new era for the Highlands.

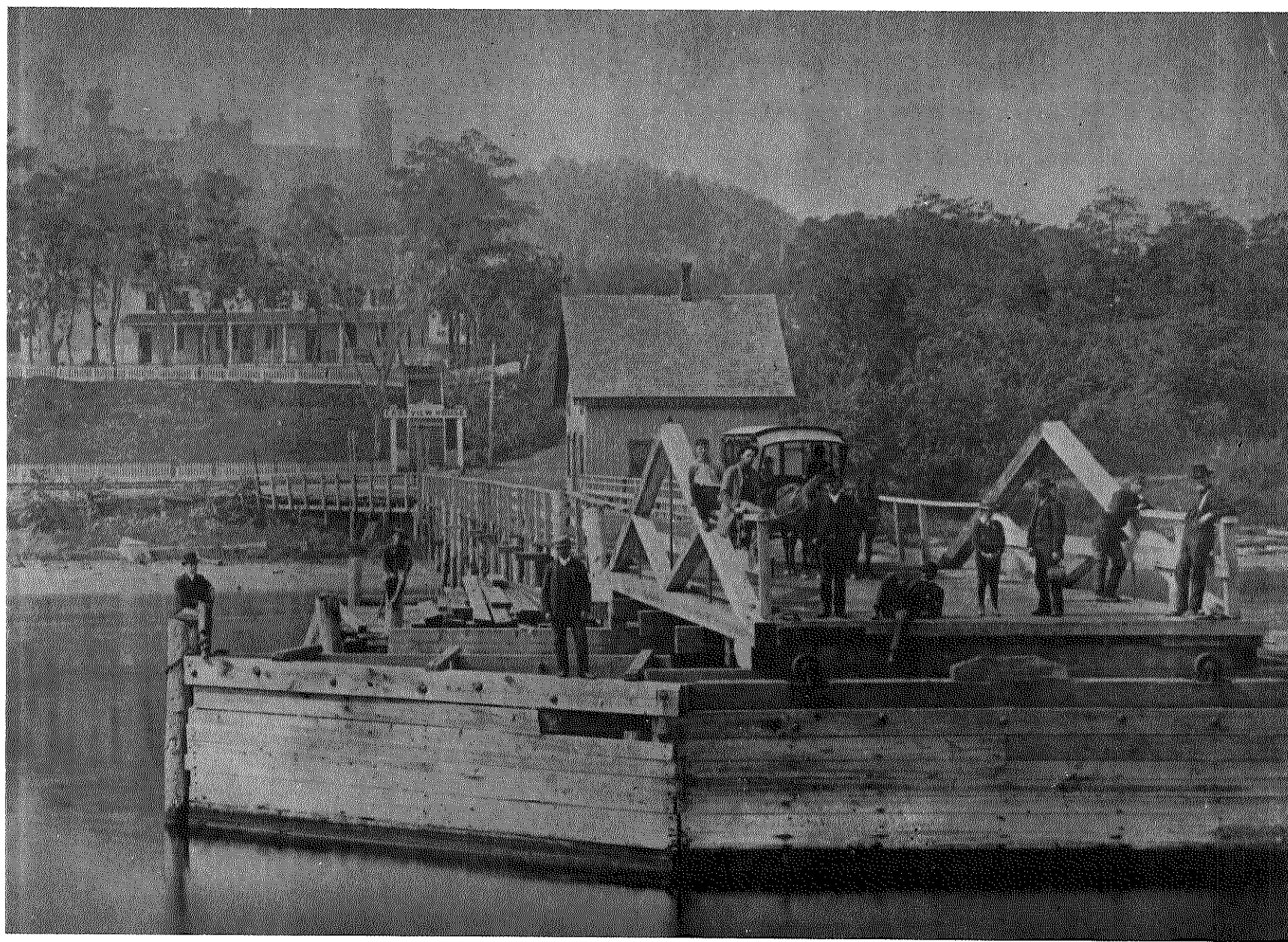
Sailing ships, steamboats, ferries, railroads, and trollies connected the ever-popular Highlands to the rest of the county and the state. Soon, from out of this hustling and bustling era, the Borough of Highlands was to be born.

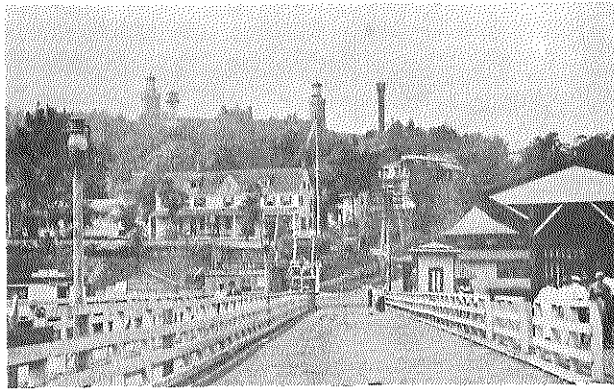




"Looking toward the Narrows;" a wood engraving from Frank Leslie's Illustrated Newspaper, 1888, when that publication took an interest in Highlands and its light. Insert — Lighting the beacon, a job done by hand in those days.







High up on Lighthouse Hill, keeping a silent watch over the growing life and history of Highlands and the Hook below, stood the stately Twin Lights. Except for Bunker Hill (which cannot be seen from the sea) and Plymouth Rock (which is now well inland) there is no more historic spot on the Atlantic Coast than the Highlands Twin Lights - the only twin light house in the world - which has played a role in dozens of historic occasions. Among its "firsts" was - besides its being the first twin light house - the first electric-powered light, the first glimpse of America for incoming ships, the first to use the Fresnel lens, the first to use wireless telegraphy, and the site of the first experiments with radar.

Light House Hill (also known as Beacon Hill) was employed as a site for a beacon as early as 1746, when England was in conflict with France in the War of Austrian Succession, and the colonies of both were up for grabs. The beacon - whale oil burned in pots - was not to welcome sailors, but to warn citizens that the French were coming up the harbor and it was time to take down the musket from over the fireplace. During the American Revolution, the beacon served the same purpose, only Britain was the enemy.

The beacon was a visual signal system using large balls in day light and the burning whale oil pots at night - hoisted upon poles said to have been 108 feet high. Signals were raised or lowered according to a code which was read by telescope from Staten Island, then re-sent by the same system to Manhattan to warn of the approaching enemy. During the Revolutionary War, a similar system kept General Washington and Congress abreast of the movements of British ships in and out of New York Harbor. Again, in the War of 1812, this system was used.

Stock market speculators, wise in the ways of science, turned to a system of semaphores between the Highlands and a broker's building in New York. A semaphore was built on the Hill in 1826 by the Merchants Exchange Company.

The key to stock market success was in getting information first; a ship docking from Europe with good news sent stocks soaring, a ship with bad tidings sent the market sharply down. So, ships arriving off Sandy Hook were met by men in small boats, waiting to pick up news - good or bad - dropped over the side. The couriers rowed to shore - or, later, transferred the news to capsules on the legs of carrier pigeons - to report to the semaphore operators in Highlands, many hours before the ships could dock. The messages relayed by signal to New York, and across New Jersey to Philadelphia, gave the shrewd speculators the edge on the market.

In 1828, the first twin towers were built on the Hill, set on a



northwest - southeast axis and about 320 feet apart. But almost before these original towers were completed, structural flaws appeared in the masonry and by the late 1850's agitation began for a new building to replace the one marred by bad materials and workmanship.

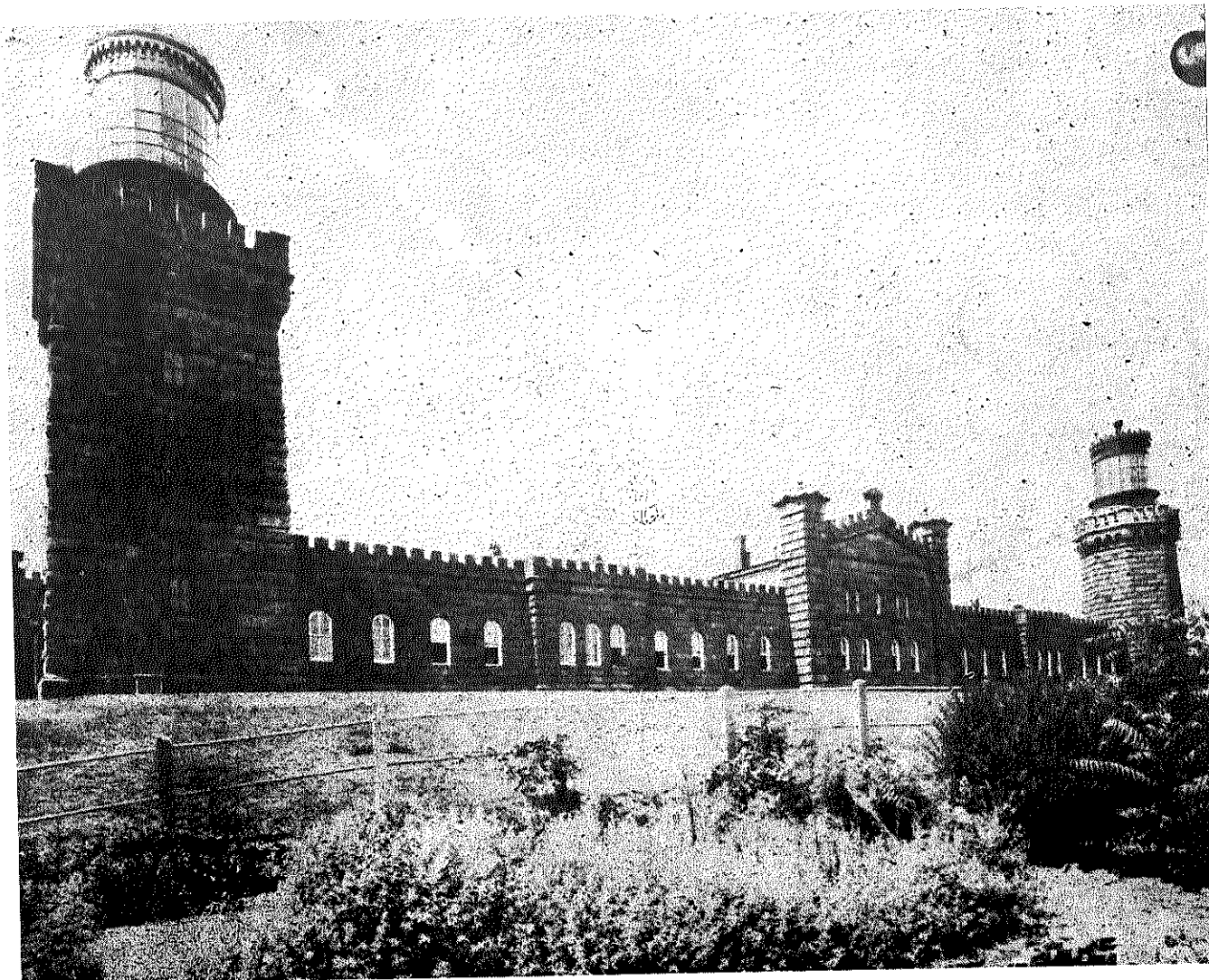
The present Twin Lights, a fortress - like structure of Belleville, New Jersey freestone brought in by barge and carted up the Hill, was constructed in 1862 to replace the dilapidated towers. (Though some writers and historians disclaim the title "Twin" due to the fact that one of the present towers is square and the other octagonal, it must be pointed out that it is the identical design of the lights that gives the structure its name, not the towers.) The Twin Lights were the first thing seen by the new liners vieing for the blue ribbon of the Atlantic in the days when everyone was competing for it.

There was a time, though, when the Twin Lights did actually become a single one. In 1883, (the date is sometimes given as 1841

and it stated that the Fresnel lens was installed in the previous twin towers - but the date was 1883) the French government undertook for exhibition at the Chicago World's Fair the construction of a gigantic light house lens, on the system designed by Augustin Fresnel many years before, but never previously put to use. It was a success, but it was so unwieldy, weighing as it did over seven tons, that it was easier to sell it to the U.S. government than to carry it back to France. After some hesitation the government decided that the most powerful light in the world belonged at the entrance to America's most important port. The 9,000,000 candle-power northern light of the twins winked out; the southern tower received the Fresnel, 25,000,000 candle-power and visible 22 miles at sea - and often 70 miles when reflected in a cloud bank. It's a light sailors still talk about!.

In 1909, Guglielmo Marconi, the inventor of the system called wireless telegraphy, which he wished to demonstrate, was invited by





the New York Herald to set up a station at the Twin Lights near the north tower so the Herald could be the first to have news of the 1909 America's Cup Races to be run off the New Jersey Coast.

Marconi accepted the invitation and the stage was set for the first test of the wireless in the Western Hemisphere. The steamship Ponce was rigged as the sending ship cruising at 15 knots off shore and Twin Lights the receiving station. The wireless worked, and the New York Herald scooped all other newspapers - making Marconi and the Twin Lights, once again, famous overnight.

Before World War II, the northern tower was the first place where experiments with radar were held. So successful were the tests that, soon after W.W. II, radar was the major tool of navigation and

the government decided to decommission the Twin Lights and abandon the building as an operative light house.

The Borough of Highlands reached an agreement with the General Services Administration in 1952 to undertake the restoration and maintenance of the building and grounds and appointed, in 1953, the Twin Light Commission to actively work with the Twin Lights Historical Society in this project.

In 1962, the State of New Jersey took over maintenance of the building - the Twin Lights became an official State Historic Site, and a historical and maritime museum was established there. The museum is now operated by the Twin Lights Historical Society and is open to visitors daily, except Monday, from Memorial Day

through Labor Day.

Unfortunately, though, the Twin Lights Building and its grounds have recently been allowed to fall into a state of disrepair & deterioration. It is to be hoped that a renewed pride in Highland's most outstanding & famous historical landmark will arise to prepare the Twin Lights to play a vital role in the United States' Bicentennial celebrations - a role in which it is entitled to play proudly, as it has throughout our history!

From out of the excitement of the Gay '90's, a spirit of independence began to grow within the citizens of the little town then known as Seaside. On the petition of sixteen legal voters,† a bill was introduced into the New Jersey General Assembly on 13 February, a Friday in 1900, to incorporate the Borough of Highlands. The bill passed and was signed on 22 March, 1900, and the district known as Seaside became the Borough of Highlands, capable of handling its own affairs and providing the necessary services and the privileges of democracy to its citizens.

The real history of Highlands as an entity (which included Minturn's Point, Lighthouse Hill, Parkertown, and Gravelly Point), rather than the romantic district called Seaside, begins with the incorporation of 1900 and the municipal acts that followed - they trace a pattern which shows what the life of those days must have been like. On 13 June, 1900, the Borough Council passed Ordinance VIII prohibiting horses, cows and pigs from running loose on the streets, and in September of the same year it was ordered that 3-inch hemlock and chestnut planking be used as curbs along the officially designated streets.

In April of 1906 the Borough received a favorable vote in a special election seeking permission to issue corporate bonds to the extent of \$25,000.00 for the construction of a water works and a plant for supplying light. Confidence in the new community ran high enough so that the bonds were oversold, \$30,000.00 worth at 30 years being taken up.

At this time the only source of water in the low-lying lands was through a system of pipes from which the springs in the hills were tapped, the water flowing by gravity to Miller Street, then to the center of town. School boys commonly made their pocket money by delivering water to houses in 40 quart cans, following routes as boys in other towns did with newspapers.

†Their names were: Charles T. Maison, President of the Committee, David M. Miller, Frederick E. Johnson, James Taylor, John W. Taylor, Samuel L. Wilson, John H. Foster, John L. Johnson, Lewis F. Parker, Mahlon Burge, John W. Foster, Bennet Rosenblum, Samuel C. Burge, Thomas Hennessy, Joseph Brown, and Ivy Brown.



Everybody carried personal kerosene lanterns when they went out at night in this period, but public lighting began on the same day that horses, cows and pigs were forbidden from the streets, with the purchase of three dozen lamp-posts to support kerosene lamps; it was some time before the gas light era began in Highlands or chickens and geese lost their freedom. At this period the houses on the hillside all had long flights of steps leading down to the business area, which was then clustered around Hillside and Bay Avenue. The constant fills due to the dredging of the river have since extended the town well seaward and changed its whole center of gravity.

The water-works went up in 1908, then replaced by a newer system in 1948.

In 1910 the sale of \$4,500.00 worth of bonds paid for the purchase of a Borough Hall and for the beginnings of gas mains, stone curbs and concrete sidewalks, but it was not until November, 1914 that Bay Avenue was authorized to be concreted from curb to curb. The Borough Hall's present building, including the Police Department and the Fire Department, was built on Bay Avenue in 1961.

In 1912, by a margin of only one vote, the historic community of Water Witch became a part of the Borough of Highlands.

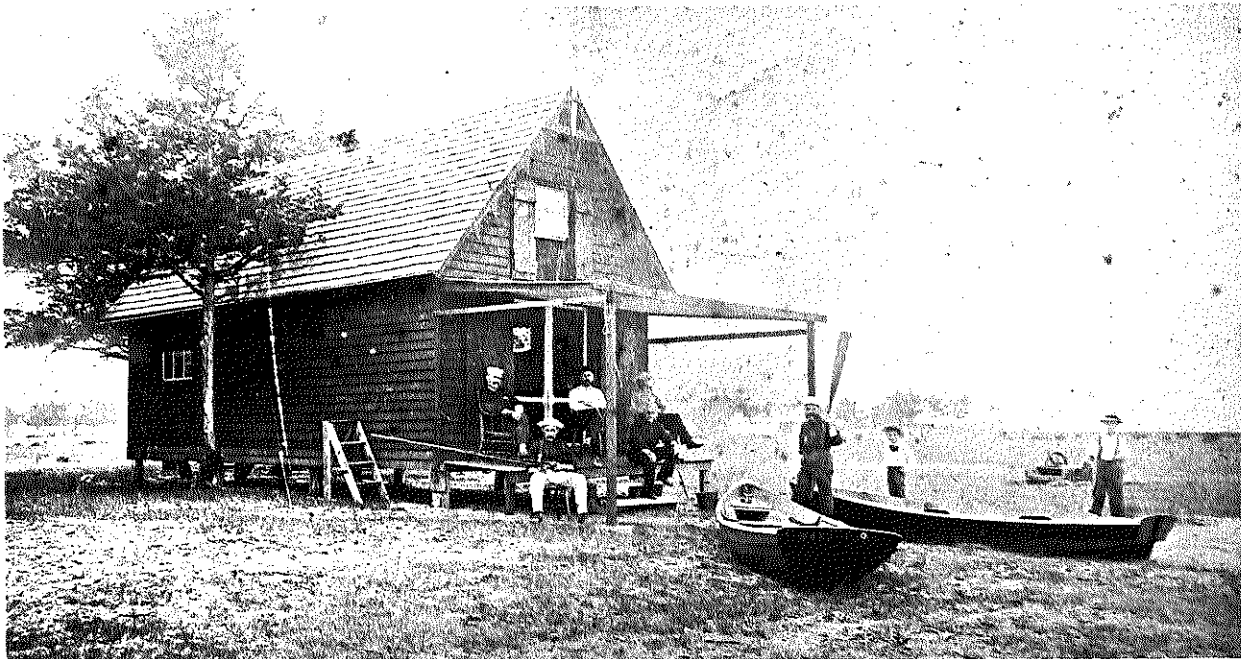
The present form of government, councilmanic form under the Faulkner Act, Small Municipality Plan B, came into effect in 1956.

From its incorporation in 1900, through World War I, and up to the 1920's things remained relatively quiet in Highlands - though the visitors continued to come to fish, swim, eat good seafood and lounge in the sun. Many of today's Highlanders can remember growing up amidst the multitude of tent communities that dotted the shore, and spending their pennies on the merry-go-round and game arcades that lined the shore and avenues. At this time the three main industries in Highlands were fishing, clamming, and boating, but in the twenties a new industry arose providing the Highlanders with a period of adventure still talked about today.

In January of 1920 the Volstead Act was passed as a means of enforcing the 18th Amendment prohibiting the "manufacture, sale or transportation of intoxicating liquors." This Prohibition Amendment was the culmination of an anti-liquor fight begun by the American Temperance Society in 1815. But since the law did not specifically prohibit the consumption of liquor, many folks were encouraged and determined to obtain it, regardless of the law, and regardless of the post World War I movement to conserve grain. New Jersey, along with Connecticut and Rhode Island, continued to resist prohibition until 1922 when it alone became the last state to ratify it.

In theory New Jersey was then a "dry" state, but in reality this was far enough away from the truth to gain it the nickname of "Boot-Leggers Paradise." (Boot-legger is a name derived from the practice of rum smugglers in which they occasionally slipped a bottle of the "good stuff" into the tops of their foul weather boots for future imbibement.)

"Rum-running" was a common practice for all of New Jersey's beachfront, but in 1920, when "rum row" was established off New York Bay, the town of Highlands became the main port for the infamous trade. Besides its location, the Highlands became famous because of its boat-building facilities and the daring of its rum-runners, mostly fishermen and clamdiggers. The Jersey Skiff, designed and built in Highlands, became the primary craft to be

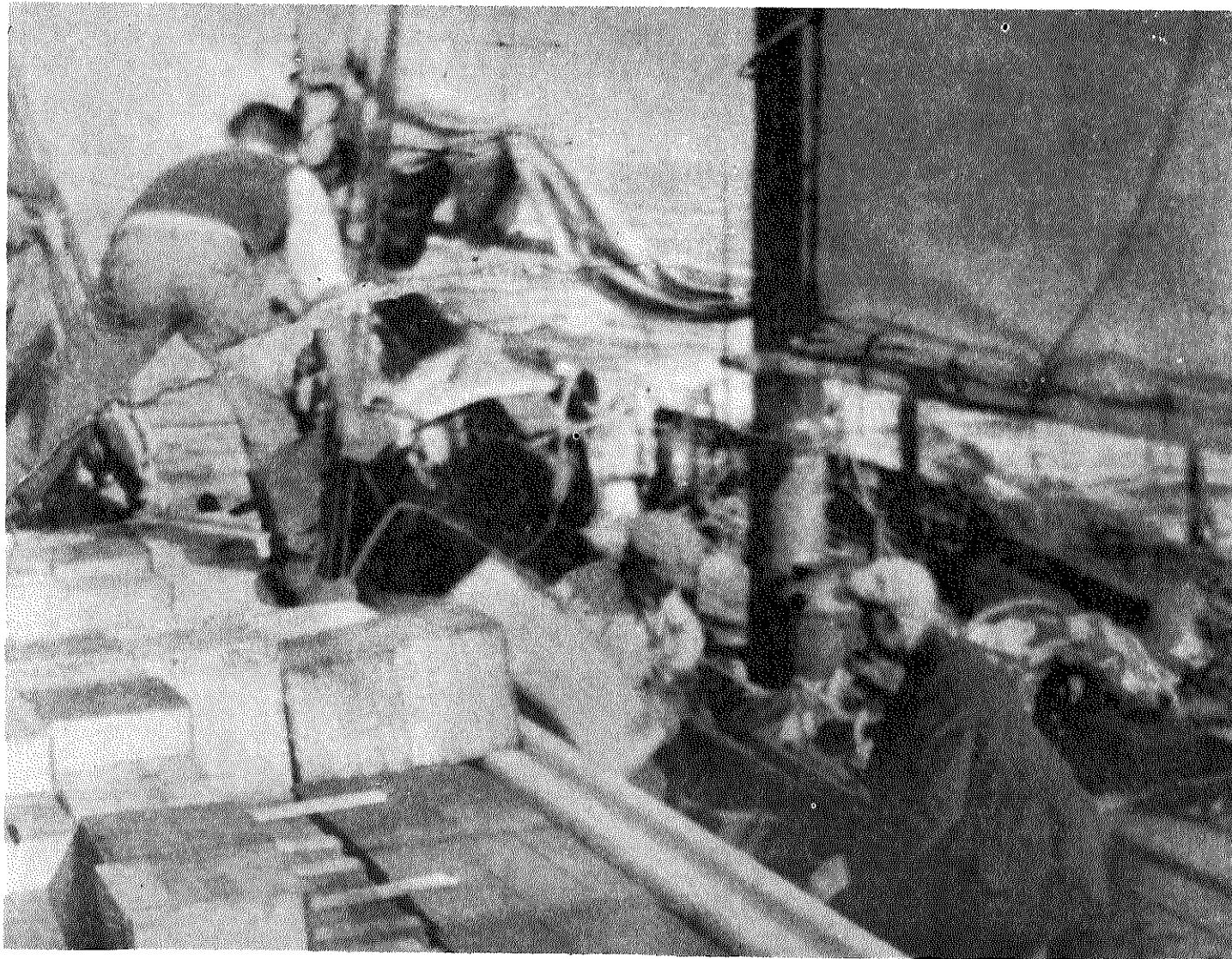


used in the smuggling operations - its speed and strength made it capable of out-running the Coast Guard gun boats in hot pursuit.

Leaving from secret boat ships in the dark of night the runners would cruise out to meet a ship waiting a few miles offshore with a cargo of whiskey from Canada or rum from the Caribbean. Then the skiff, with its valuable cargo, would race through the night to return to the men waiting in secret rooms scattered throughout the Highlands. When the signal lights from the beach were flashed the men would douse their pipes, end the tall tales they were weaving, and leave the warmth of the kerosene stove to go out into the murky morning darkness to claim their wares. A case of whiskey originating

in Canada would cost the rum-runners \$7.50; eventually on the illicit retail market the cost would be about \$50.00 - a lucrative business to be sure.

Many restaurants and homes in Highlands had secret rooms in which to store the burlap bags filled with cases of booze, and some even had stills to produce their own. Most of these rooms, along with secret boat slips, stills and tunnels, have been forgotten - but the Highlanders will never forget Prohibition or the comical sight of Coast Guard boats being built in the same boat yards as the Jersey Skiffs with which they were supposed to compete in the rum trade.







Boat building was for a long time, even today, a prime industry in Highlands and one of the most celebrated crafts of all time, the Jersey Skiff, was designed and built here. The most renowned of these builders was the King Boat Works founded by Steward B. King in 1903. King, formerly a fisherman, secured over 200 patents on his designs, and his boat works continued to operate until very recently. All types of boats were built at Highlands, but the Jersey Skiff remains the most famous.

Highlands was the center of a re-awakened interest in sport-fishing in the 1920's and Captain Tommy Gifford was a pioneer in the trade with his 28-foot Jersey Skiff powered by a Pierce-Arrow engine. Still today, scores of party boats, charter boats and private pleasure and commercial craft can be seen daily making their way northward to round Sandy Hook and out onto the open sea to try their luck with bluefish, striped bass, ling, whiting, mackerel, fluke or flounder. Everything necessary to pleasurable fishing is available

in Highlands for those who go out on the boats or remain in the bay fishing from the beaches, docks or bulkheads.

Still, the Indian name Navesink lingers on, drawing people to this "good fishing place". The fish and seafood in the fish markets hereabout are so fresh that they either are still alive, or were swimming in the Atlantic Ocean no more than a few hours earlier. The proprietors are fishermen who catch or trap their own wares to sell to their retail or wholesale customers. They fish every night, except in fog or foul weather, and sell their catch as soon as it is cleaned in the morning. Highlands is still a fishing village at heart.

Clamming was a prime summer activity here for the Indians, and the white settlers learned the techniques of clamming from them. The first clammer to settle in Highlands after the Indians is thought to be one Sam Matthews who lived in a cave on the hill, but after the Revolutionary War many clammers and fishermen found the peaceful Sandy Hook Bay to their liking. At Parkertown, where the Navesink met the Bay (roughly the area from the present bridge to Miller Street), men lived off, by and for the clam. One writer said in 1890 that clams were to Parkertown "what the whale once was to Nantucket".

The following narrative was given in a book published in 1889:

"Parkertown is an odd little hamlet whose population is engaged in clamming. The soul of this original community is wrapped up in clams. Parkertown is clamming, shelling, stringing or canning clams; devouring them, or dreaming of one or another of these acts. The idiosyncracies of the clam are as well-known to Parkertowners as are the whims of a child to its parents. "Clam" is said to be the first word lisped by Parkertown babies. But while versed in all the arts of warfare upon the bivalve, this community has not shown itself as thoroughly versed in the arts of peace, and for this reason goes by several graphic but not very complimentary soubriquets."

Though this may be somewhat of an overzealous discription, it does convey how important clamming is to the Highlands. It was the major industry and in the early days of this century as many as ten plants were in operation. The men would go out in the darkness to do the back-breaking work of raking the clams from their beds under the sandy river bottom. The clams were loaded by the bushel into the boats and taken to one of the plants where women employees (usually the clam diggers wives) opened them, removed the brown skin, and strung them on a "clam string" in groups of twenty-five, then barreled with ice and shipped to market.

Today the work of gathering the clams is done in the same back-breaking manner but the number of processing plants has been

reduced to two. These plants use a depuration system, which purifies clams in 48 hours using clean salt water and ultraviolet rays. The use of modern methods and technology has revived the clamming industry once threatened by water pollution and may once again make clamming the major industry of Highlands.

Along with clamming, lobstering is a prime industry in Highlands. At many locations along the shore of the town huge stacks of lobster pots can be seen waiting to be loaded on the lobster boats and taken out to be dropped. The day begins for the lobstermen at 5 a.m. when they head to the open sea (as much as 17 miles offshore) usually to the east or southeast of Sandy Hook. The pots (or traps) are strung on a line, usually 30 in series to a line, and carefully lowered to the bottom with each end secured to a marker buoy on the surface. The baited pots, a total of about 600 of them, are left for four days then hauled on board and their catch removed. Much work, muscle, experience and skill is required of those hearty men who follow the lobster trade.

After securing their catch and placing elastic on the lobsters' claws so that they will not devour each other, the lobstermen return to Highlands at about 4 p.m. to sell the catch to one of the seafood stores or restaurants. And many of the lobstermen spend their evenings anxiously trying to convince the Congress to affirm the 200 mile U.S. Coastal Limit in hopes of saving the threatened U.S. commercial fishing industry.

During Highlands 75 year history, many notable figures have made their homes here. Mickey Walker, "The Toy Bulldog" and one of the greatest middle-weight champions of all time, did his training in Highlands - as did many other figures in the sport of boxing.

Herbert Hunter, frequently called the baseball ambassador to Japan, was a local personality who played on one of the numerous teams that were organized here. He took the first baseball team to Japan and introduced the game there.

Fletcher Pratt, a historian and novelist, author of over 28 books, a long-time resident of Highlands was responsible for much of the information being gathered that now appears in this narrative.

And no list of notable Highlanders is complete without mentioning the incredible Gertrude Ederle. "Trudy" Ederle spent all of her summers in Highlands and it was here that she learned to swim at the beach on Miller Street. She swam from Sandy Hook to Highlands Bridge in two hours and forty minutes, while training for her famous English Channel swim in 1926. She became the first woman to swim the English Channel, and also the first to be given a ticker-tape

parade up Broadway. Miss Ederle will be in Highlands this summer to take part in many of the 75th Anniversary celebrations, and a park at the Bridge was recently dedicated in her honor.

Those who enjoy swimming today can visit one of Highlands' many pools & public beaches or travel across the Highlands Bridge, a design award-winner built in 1931, to the Sandy Hook entrance to the new Gateway National Recreation Area.

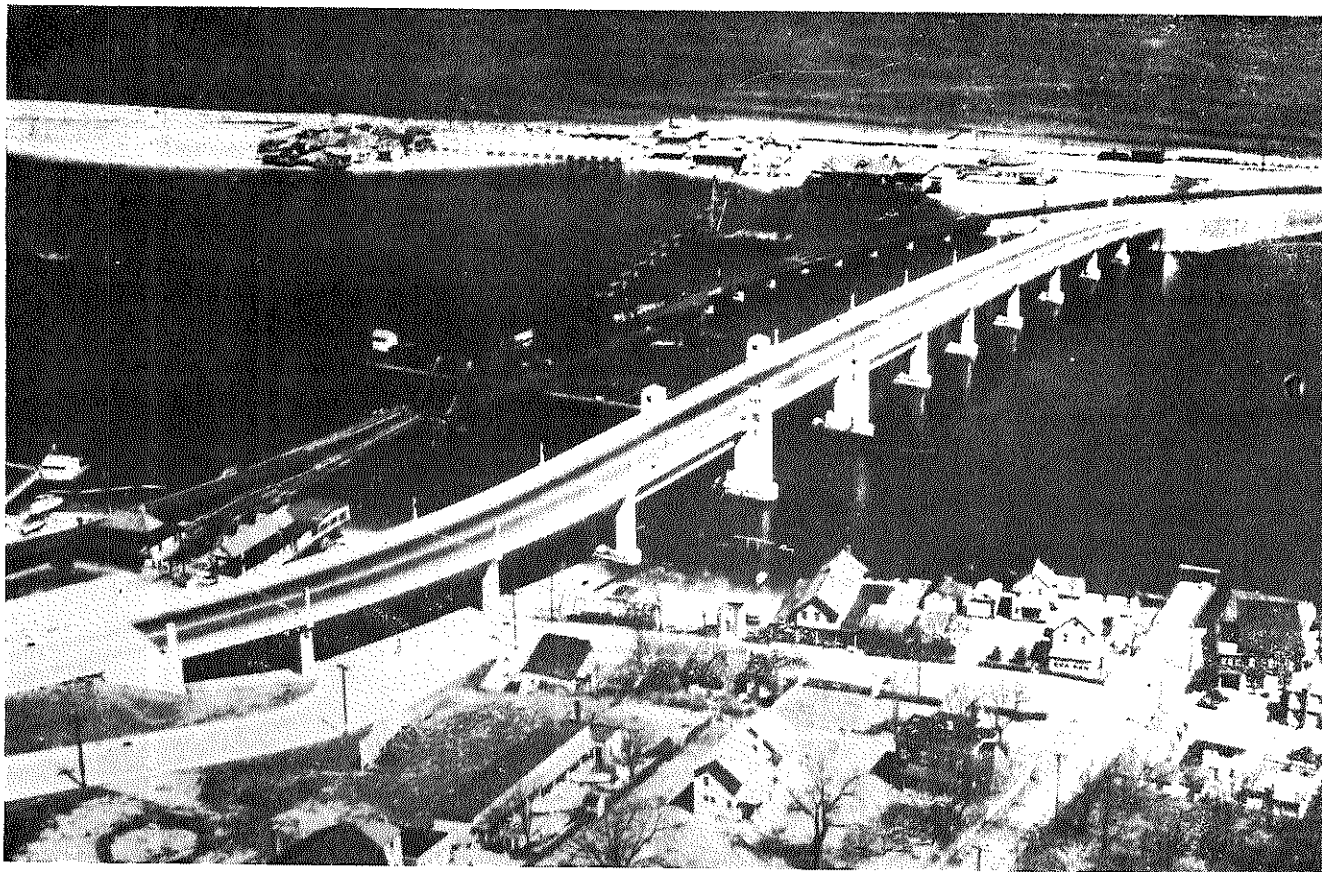
As of January 1, 1975, all military installations on Sandy Hook (except for the U.S. Coast Guard) have been decommissioned and the Hook, with its thirteen miles of beaches and thirteen hundred acres of land, came under the control of the National Park Service and is now part of the Gateway National Recreation Area.

Its history of military defense is now over and for the first time in its recorded history the land will be open to the enjoyment of the public.

Many of the beaches are open for swimming, surfing and fishing

activities; nature trails are open to hikers; and educational and recreational facilities and programs are available. Even though sixteen million people live within an 80 mile radius of the peninsula, Sandy Hook's marsh, dune and forest areas are relatively undisturbed.

The main visitor information station is located at the Spinnecet Cove Visitor Center. A visit to this magnificent new recreational facility is a must for all visitors to Highlands and a valuable asset to all Highlanders.



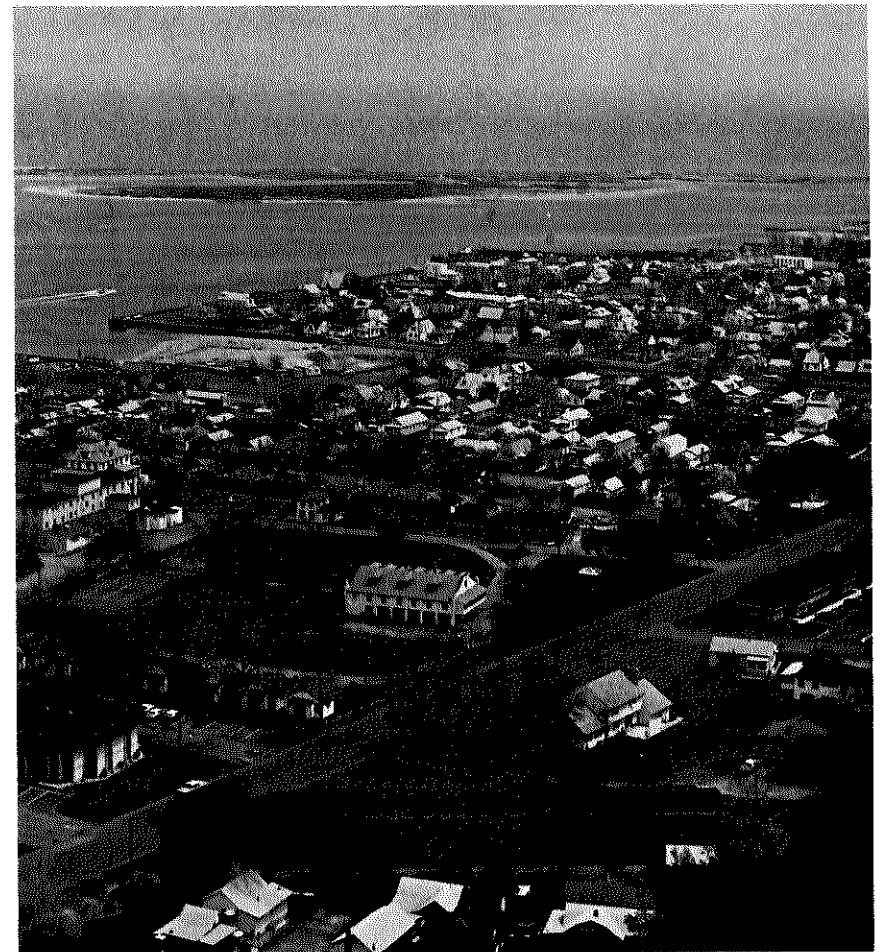
Though the tiny borough of Highlands has swelled considerably in population and many new buildings have been added - some good, some not so good - there still exists within the Highlanders a spirit of small-town community - proud and respectful of their distinguished past history. Another new era is opening for Highlands with the coming of its 75th Anniversary. As the Gateway National Recreation Area grows to its full potential Highlands will once again be a major resort community, as the already famous restaurants of Highlands grow in esteem and new ones are added it is certain that the town will truly become the "Seafood Capital Of The East."

In hopeful anticipation of the many new visitors of this year, and the promise of the future, many Highlanders are doing their best to help to restore the natural beauty and attractions and improve the physical appearance of the Borough, while maintaining the characteristic spirit that is so much "Highlands."

"Nothing - wind, storm, hurricane, even people - changes the Highlands much.", is as true today as when first written over fifty years ago. The essential things will never change: the loveliness of the hills in early morning sunlight or when darkened by stormy sky, the loneliness and ever-changing moods of the ocean and rivers, the joy of meeting once again the friends made last summer, the lingering after-thought of huge plates of steamed clams and draft beer by the keg, hot afternoons on the beach and returning to the peaceful serenity of home after journies to the boardwalks further south, to the racetrack or far beyond. Something - perhaps the spirit left here by so many travellers through the centuries - draws all who spend time here back again to Highlands.

For those who return in 1975 there is a program of festivities planned for the summer like never before in Highlands. And for those who call Highlands home there is the growing opportunity to make it a model for the rest of the Jersey Shore to change what needs changing, to improve where necessary (especially for the well-being of the young and the old) and to pay tribute to what has made the Borough of Highlands and its people such an important part of the Gateway to the New World.

The writing of this brief history has been a labor dedicated to the people of Highlands, and especially to my Grandfather, who first came here before the turn of the Century and spent every summer of his 90-year life; and to Mr. Harry Bovenizer of Water Witch a 63 year resident of Highlands.



BOOK ABOUT HIGHLANDS AND ITS ENVIRONS

- | | | |
|----|----------------------|--|
| 1. | Cooper, James F. | — The Water Witch |
| 2. | Cunningham, John T. | — The New Jersey Shore |
| 3. | Elroy, Edwina | — The Swamp Willow |
| 4. | Gilman, C.M.B. | — Monmouth, Road To Glory |
| 5. | Guthorn, P.J. | — The Sea Bright Skiff
And Other Jersey Shore Boats |
| 6. | Leonard, Thomas H. | — From Indian Trail To Electric Rail |
| 7. | Kobbe, Gustav | — Jersey Coast and Pines |
| 8. | Moss, George H., Jr. | — Nauvoo To The Hook |
| 9. | Peterson, Russell F. | — Another View Of The City |

PATRONS

A friend
A friend
Loretta & Albert Adams
Hariet Albrecht
Mr. & Mrs. William Beatty
Mr. & Mrs. Edward Bunting
Mr. & Mrs. John Cameron
Center Market
Mr. & Mrs. Alfred Cohen
Commercial Services Co.
Mr. & Mrs. Joseph A. Dempsey
Dianem Company
Mr. & Mrs. George Ellis
Francesco's
John Franklin
Capt. & Mrs. Haldor Gaaso
SGM & Mrs. S. F. Giovenco USA-Ret.
Major George E. Gooch USAF-Ret.
Mr. & Mrs. Vincent J. Gorman
David Grasso
Mr. & Mrs. Kevin Gremminger
Joseph Gulick
Charles Hartsgrove
Highlands Taxi
Mr. & Mrs. Joseph Horter
Mr. & Mrs. Walter Knittle
James Lesser family
Thomas Light St.
Mr. & Mrs. Louis Loder
Mr. & Mrs. R. Magee
Mr. & Mrs. William Magee
Mr. & Mrs. Thomas Masse
Alfred & Marian Marker
Mr. & Mrs. David C. Matthews
Mr. & Mrs. Walter Mewes
Mr. & Mrs. Vincent J. Mendes, Jr.
Mr. & Mrs. Vincent J. Mendes, Sr.
Mr. & Mrs. Richard J. Michalcik
Mr. & Mrs. Michael Monahan
Karen Mount
Charles McCabe
Mr. & Mrs. William McDonnell
Mrs. Agnes R. Nash
Mr. & Mrs. John O'Donnell
Dennis O'Keefe
Mr. & Mrs. Thomas O'Neill
Mr. & Mrs. Henry Quast
John Rahm
Rapp Farms
John Rast
Red Bank Tire Company
Mrs. Wilma Robinson
Mr. & Mrs. Victor Rossetti
Mr. & Mrs. Raymond Santollo
George Jr. & Martah Schmidt
Mr. & Mrs. Thomas Schultz
John Sciortino & family
Jon Scoles
Wanda & Joe Sherry
Sam Silberblatt
Jim, Muriel, Kathy, Michelle,
Jimbo & Tracy Smith
Stange family
Mr. & Mrs. Robert Stefanski
Taylor Chemicals, Inc.
Dr. & Mrs. Joseph F. Tedesco
Mr. & Mrs. Frances Teeple
Mr. & Mrs. Frank Thomas
Mrs. V.M. Thomas
Thomas C. Thompson
Mr. & Mrs. Thomas J. Thompson
Owen Tierney
Twin Light Council, S & D of L. 1895-1975
Mr. & Mrs. Frederick Voorhees, Jr.
Wenning Meats
Mr. & Mrs. James T. White
Mr. & Mrs. Irving Wicklund
Conny & Paul Wolly

SENIOR CITIZENS

Mrs. John Adair
Lorretta Andrews
Rose Andrews
Mildred Appleton
James Bayes
June Bayes
Bill and Mildred Bishop
Teresa Boco
Dorothea Brady
Margaret Cann
Madeline Compton
Edna G. DesBiens
Gladys DeWitt
Emma (Quast) Dilger
Mr. & Mrs. Charles J. Edwards
Mr. & Mrs. Steve Faller
Harriet E. Fay
Norah Gearighty
Jay Gherardi
Ed and Grace Goode
Florence Goode
Frank Goode
Marie Gordon
Gennieve Greenwood
M. Hock
Florence Hodgkiss
Teresa Horan
Mrs. James Irwin
Margaret B. Kendrick
Florence Keough
M. Kistor
Loretta Larson
Margaret McCall
Florence R. Michenfelder
Earl and Minnie Morse
Julie Muller
Lorraine O'Neil
Mrs. Horatio Parker
Mr. & Mrs. A. Pedersen
Margaret R. Peters
Jim Rich
Betty Schmeid
A. Schultz
Helen (Quast) Shea
Dave and Marion Stark
Ella Swain
Katherine C. Trevors
Alice Voegeli
Anna Wieczorick

BOOSTERS

Eddie Barry
Deborah Ann Belmont
Maureen Black
Sheila Brown

Mr. & Mrs. J. Cicero
Paul Cosentino
Len & Ned Countryman
Ardith Cunane

Vincent Deppe
Mrs. L. Diamond
Marie Durkin

Capt. Gus Ehrler
Joyce Ellis
Kelly Joy Ellis
Lynn Ellis
Michael George Ellis
Robert Lawrence Ellis
Tracy Lynn Ellis

Helen & Judd Frickel

Elbert & Emily Gallagher

Lynn & Joan Hansen
Jim Hartner
Mr. & Mrs. Willie Hicks
Mary & Edward Holden
Andy & Pauline Homiak
Michael & Luch Homiak
Kenny & Ann Ignotis
Frank Intenial

Rose & Ted Jasper
Mickey & Marion Johnson

Jim & Ann Keller
Mr. & Mrs. Raymond Kriessler

Harold Larkin
Edwina & Charles LaRue

Richard Paul Mahler
Bobby Manning
Alfred W. Jr. & Merrie Anne Marker
Mike Mendes
Vinnie J. Mendes III
Donna Marie Michalcik
Kathryn Ann Michalcik
Patricia Marie Michalcik
Mr. & Mrs. C. E. Morrison
William & Betty Morse

John & Beatrice Patterson

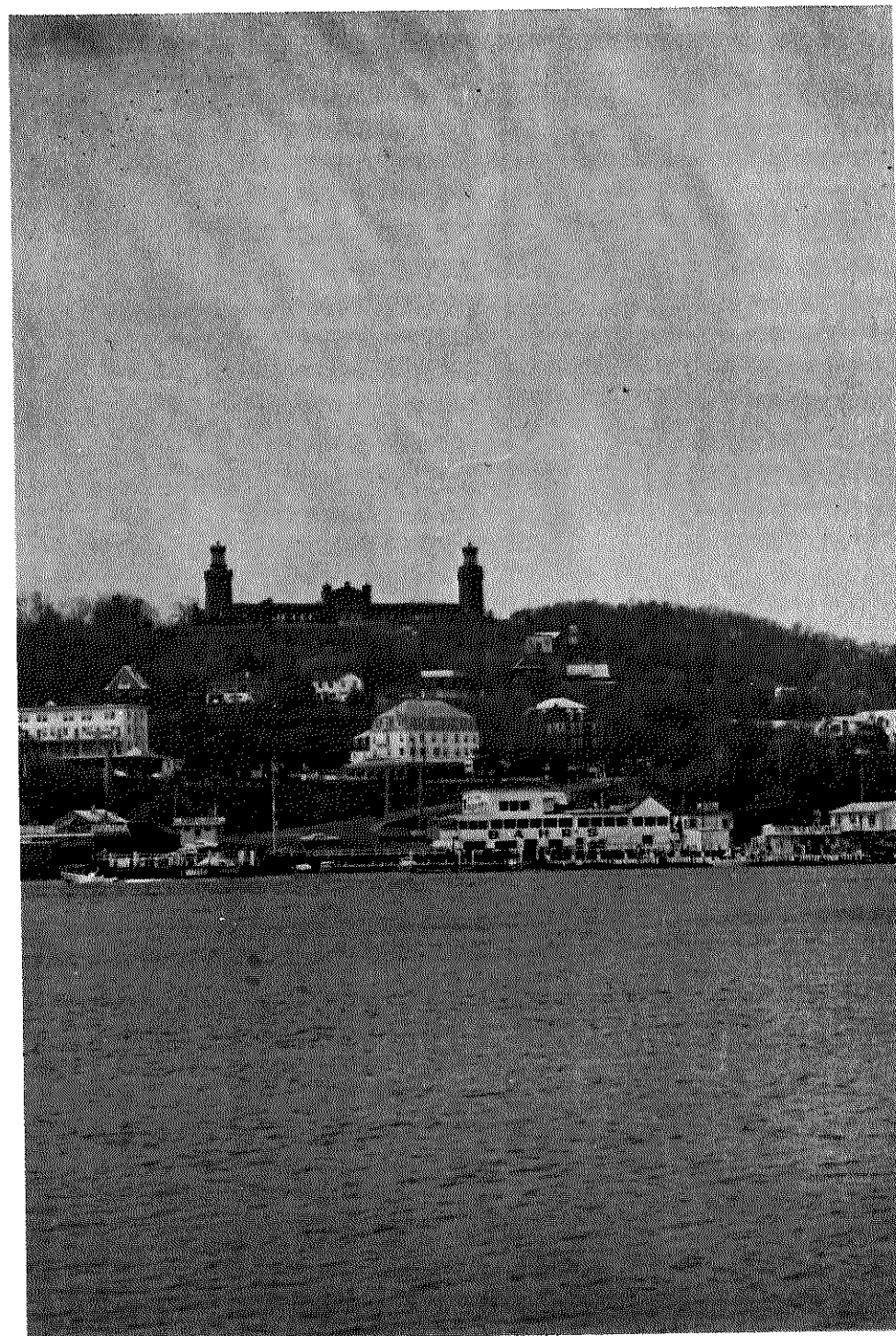
Jim & Donna Rhoades
Bud & Kay Rodgers
Mr. & Mrs. Winston Rugg

J. Alan Shirley
Suzann Shirley

Christine Thomas
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HIGHLANDS

on its

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Borough Council**

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HIGHLANDS, N. J.

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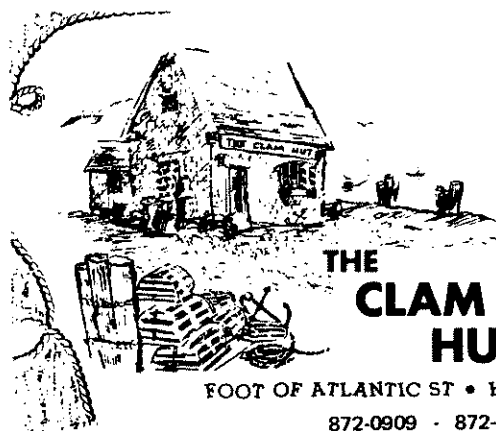
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