



# FRIENDS OF HISTORIC VINELAND

## *History of Landisville (Continued)*



*This is a continuation of the history written by Mr. Renzulli on Landisville. Mr. Renzulli was my home room teacher in the 7<sup>th</sup> grade in Minotola school. (Frank De Maio, M.D.)*

Along side the Leggets cannery, where the railroad makes a gradual bend northward, was a "dump" in which damaged cans were disposed. This was situated between the railroad and the boulevard. The boulevard at that time was a narrow dirt road and ran several feet farther from the railroad than it does now. One of the products canned was a plum pudding, a very delicious preserve. The damaged cans were disposed at the dump and we children would get

these cans, open them and eat the preserves. Fortunately no one ever got sick from eating this food. Eventually the dump was closed; the boulevard was moved closer to the railroad and widened, as it is presently constructed.

As mentioned previously Plymouth Road proceeded over the railroad tracks and ended at Weymouth Road. Between Plymouth Road and the railroad, across from the cannery was a pond. It was a natural drain basin and after heavy rains a considerable amount of water filled the pond. It flowed into another basin which formed a stream and was channeled under the railroad and the boulevard and to the point where the Buena

Borough sewage plant is now located. In the winter, when the pond was frozen, young people would go there to skate on the ice. When Francis H. Legget built the new cannery after World War II the area containing the pond was filled with sand and the pond was eliminated. Plymouth Road was closed from the railroad to Weymouth Road.

Francis H. Legget Company was a distributor of groceries including canned foods in the New York City-North Jersey area. The Landisville cannery was used to can foods under their label "Premier" Products. Among the varied products Leggett's canned was the maraschino cherry.

*We are closing our drive for the 2005 calendar. We will highlight CITY GOVERNMENT in that calendar. We will have the picture of the first mayor and the current mayor of Vineland on the front of the calendar along with all the members of the City Council. We need your help and support. If you have not purchased an AD in the past and would like to do so this year, please call me. All supporters are given 25 calendars FREE in appreciation for their help.*

**THANKS SO MUCH!!!**

According to rumors the company had a secret formula for producing this product and because of it they were able to have a wide and exclusive market. Leggets was also a large importer of olives from Spain that it received in large drums partially cured. These were pitted and canned, Its biggest production was canning tomatoes. During tomato harvest season farmers from many miles around took their tomatoes to the cannery. Long lines of farmers' wagons, and later trucks, lined up along Weymouth Road waiting their turn to deliver the tomatoes to the receiving area. Sometimes it took as many as 6 or 7 hours before all the tomatoes were delivered. During the tomato-canning season extra help was hired and even an extra shift set up to work late into the night.

A few years after the new cannery was built Leggets closed the operation and it was put up for sale. For a few years it was leased to a plastic pipe construction company then to a cosmetic company. The building was sold to the Scott Paper Company. Since the Scott Paper Company purchased the former cannery it has been sold several times but continues to produce paper products.

In the early 1920's the Cavoli family built a plant to make bushels, baskets, crates and other wooden packaging products used by farmers. This building was constructed on land situated on East South Boulevard between Auburn and

Bache Streets. The factory was in operation for about a year when it mysteriously caught fire and was destroyed. About 20 workers lost their jobs.

At about the same time the Cavoli's set up the first generators to provide electricity to Landisville and Minotola. They did set up a few lines and did supply electricity in the area near the plant but they ran into much opposition, mainly of a political nature and they were forced to discontinue the project. The South Jersey Power and Light Company then took over the project and in 1925 the first electricity came to our town. A home -owner hooked up to the electric lines had to pay a minimum charge of \$1.50 per month. Electricity was used mainly for lighting and most electric bills averaged about \$3.00 or \$4.00 per month. There were no clothes washers and dryers, no dish- washers, microwave ovens, toaster ovens or electric ranges. Nor were there any other appliances or tools to use electricity. Electric water pumps gradually came into use following the onset of electric power lines. Up until electricity was provided all water in Landisville, Minotola and the surrounding area was pumped by hand. Water pumped by gasoline motors was not used for drinking or washing since it was stored in wooden tanks in which insects could fall, mosquitoes could live and thereby contaminate the water.

Some farmers and merchants

purchased electric generators powered by gasoline motors to generate electricity for their own use. The early poultry farmers used electric generators to provide lights during the night for their egg laying hens. .

The Cavoli family erected a water tower with the intention of supplying water to the surrounding communities. This project too, because of lack of funding and political intrigue did not materialize. The Cavoli's may have been too far ahead of and perhaps too ambitious for the time and some of the residents may have resented it. Every thing the family foresaw and tried to construct and develop did materialize within a few years.

The largest employer in the area was the Jonas Glass Factory. Situated on land that formed a triangle between the Pennsylvania Reading Seashore Line (PRSL) and the Central Railroad of NJ (CRR) it could ship to anywhere in the U. S. It's major production was producing beer, wine and liquor bottles Two of the original buildings, although they are now joined, still stand. Originally one of the buildings was a company store and the other served as company offices. Around 1915 or 1916 Jonas built a company store just across Central Ave. It was a large two story building and sold a variety of food products mainly to their workers who could buy on credit and have the cost of their purchases deducted from their paychecks.

*(To be continued next issue)*

# The Malaga Road

The Mollago Road, or Old Malaga Road, or Malaga Road or Delsea Drive, or Route 47—they're all the same. The road goes from Millville to Mollago (Malaga) and followed an old Indian trail. The original Indian trail followed the river, but the road did deviate to some degree to make travel easier. The Indians could follow the old path which crossed a total of six streams because there were beaver dams which they could use as crossings, but the heavy wagons of the white man could not.

Around 1854, the road would be the scene of a long line of log and lumber teams that filled the road, sometimes a dozen of them together, with the drivers on the big logs cracking their whips and calling to their horses and oxen. There were three tracks to the road, one to come, one to go and one in the middle which was left for horse back riders and light rigs. The sides of the roads were used by pedestrians, for the common way of getting from one place to another in this part of Jersey in the old days was by walking.

There was a watering place at the Coney house, a big forty foot oak log that had been hol-

lowed out so that a whole team could drink.

The road was especially traveled on market days when the farmers took produce to the markets on South and Market Streets in Philadelphia, and then the farmers wives and daughters accompanied them. It was not uncommon to have hundreds of people using the road in a day, with at least a hundred of teams with wagons.

In 1812, Philadelphia became a market for charcoal and lumber, and while the wood was shipped by vessel from Millville and Bridgeton, the charcoal and cedar boards were taken there over the old Malaga Road, which was part of a road from Gloucester to Cape May, one of the longest roads in New Jersey at that time. Along the road could be found the shanties of the charcoal burners and lumber men who all seemed to have large numbers of children.

An interesting story concerns 4 Russian sailors from a whaling ship. They that walked up the Malaga Road. They strangled a lady that would offer water to passengers on the stage coach that went from Cape May to Phila. They did this to take her money. They were found out, captured and then were sup-

posed to be taken to Camden to the authorities. It is said that they never reached there, presumably having been hanged by the men who were supposed to take them.

During hunting season, the area was a favorite place for hunting deer and bear.

In 1854 there was great excitement when a company of engineers came down on the stage coach and stayed all night at the Coney place. They said that they were looking for a route for a railroad that would run from Glassboro to Millville. The railroad was eventually built. The locals could not understand the need for a railroad as they old dirt road had always served them well.

The next great excitement came to the Coney place when a man by the name of Richard Wood told the people that a young lawyer from Philadelphia was buying a great deal of land where no rum would be sold, where everyone would plant trees along the roadside, and all the people would raise grapes and strawberries. The old rum drinkers thought that this was just another trick to get them to stop drinking!! After all, who would raise grape if they did not make wine??



## ***PALACE DEPRESSION PROJECT GOING STRONG***

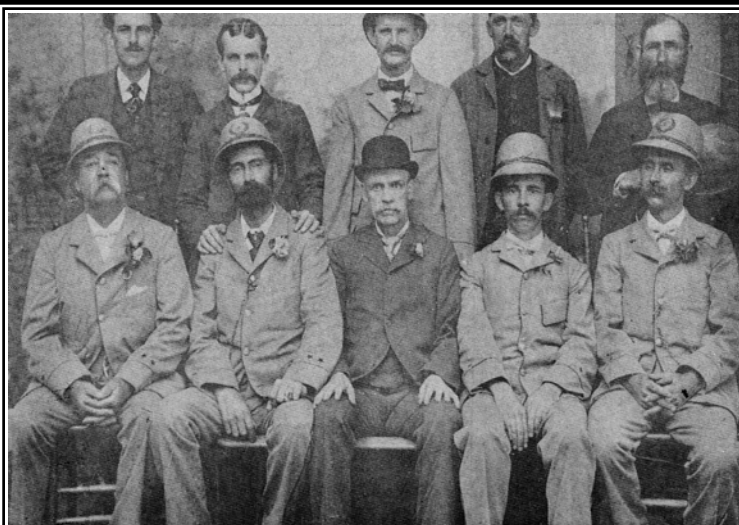
Yes, the work on the Palace Depression still goes on. Kevin Kirchner and Jeff Triante, along with a number of other volunteers, continue to work on the project. The site is slowly taking on the appearance of the original Palace. If you would like to help, it would be greatly appreciated. Here's How: Contact Kevin Kirchner at 594 4113 and he will get you involved.



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LETTER CARRIERS - VINELAND, N. J. - 1902

Last year our calendar highlighted the postal service. We did not have this picture at that time. We have it now, and I thought it might be nice to put it in this News Letter.

These are the guys that delivered the mail on foot through rain, and sleet, and hail, and fought off the dogs that wanted to take a hunk out of them!

### **DO YOU WANT TO JOIN??**

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