

A BRIEF BROCHURE ABOUT THE JOHNSON FERRY HOUSE

Mr. Robert B. Sritton Jr.
Interpreter/Caretaker
Washington Crossing State Park
Titusville, New Jersey
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Standing a short distance away from the entrance to Washington Crossing State Park in rural Hopewell Township, New Jersey, is a small white, frame house known for over fifty years as the McKonkey Ferry House. The historic importance of the Ferry House becomes apparent when one is made aware of its relationship to the momentous events and circumstances surrounding the famous crossing of the Delaware River made by General George Washington and the Continental Army on that fateful Christmas night in 1776. There, General Washington, his officers, and some of his troops temporarily took refuge from the cold and icy winds which prevailed that wintery night. While his ragged and weary soldiers drank, sang songs, and attempted to warm themselves by the roaring fire in the open stone fireplace in the tavern section of the Ferry House, Washington and his generals discussed and reviewed final plans for their surprise attack on the city of Trenton in an adjacent room.

A short time later, in the early morning hours, General Washington, accompanied by members of his staff, confronted the bitter cold and icy winds once again as they emerged from the Ferry House. A few hundred yards to the rear of the tiny dwelling, he quickly assembled his officers and men to begin the long footweary and perilous march to Trenton. Indeed, this brief but memorable event at the McKonkey Ferry House was simply one in a series of incidents that helped to stem the tide of British conquest. Today, it continues to serve as a reminder of freedom to Americans everywhere.

To this very day, history gives credit to the family of Samuel McKonkey for having provided accommodations on that blistery winter's night to General Washington and his troops. However, research now shows that, contrary to popular opinion, the McKonkey family had neither owned nor occupied any land on the New Jersey side of the Delaware River, but did in fact own and operate both a ferry and a tavern on the Pennsylvania

side of the river. According to historical documents, the original owner and proprietor of the ferry on the east bank of the Delaware River was Garrett Johnson, who had inherited in 1749, approximately five hundred acres from his father, Rut Johnson, a wealthy landowner from Princeton. The original part of the Ferry House comprised the present parlor, kitchen, and an upstairs bedroom. It was Garrett Johnson who in about 1760, completely restructured the interior and exterior details of the house by building an additional six rooms to house the members of his family. Long after the Revolutionary War ended, the Ferry House continued to be known by the name of Johnson's Ferry House. However, contemporary with the American Revolution, the Ferry House was operated and maintained by James Slack, who had received his tavern license in 1767 at the request of nine Hopewell Township freeholders, among whom was John Hart of Pennington, one of the five signers from New Jersey of the Declaration of Independence.¹

During the next seventy years, business activity at both the tavern and the ferry continued to flourish, despite the fact that ownership of the Ferry House changed frequently. "Often, the colonial tavern catered to the need of the local townspeople to meet with one another and exchange information. Traditionally, it was an informal club and gathering place for men. It also served as a focal point for all comers and frequently was the meeting place for civic bodies, committees, and councils of one kind and another. Surely, its influence as a source of information and communication can hardly be overestimated."² However, in 1834, ferry traffic on the Delaware River came to an abrupt halt when the State of New Jersey and the State of Pennsylvania collaborated in building a covered wooden bridge which spanned the river's entire width and was located several hundred yards downstream from the Ferry House. Also, in that same year, the final completion of the Delaware and Eastern Canal System enabled large quantities of raw materials and finished prod-

able to be transported economically. The ferry, with some small canal barges southward to the city of Trenton. Thus, the ferry became obsolete and its operation was discontinued shortly thereafter.

From the late 1850's until the early years of the twentieth century, the Ferry House was mostly left untended and unoccupied. Over the years it became run-down, was subject to vandalism, and fell into a state of disrepair. However, in 1903, the house and its grounds were purchased at a sheriff's sale by Dr. Isidore Strittmatter, a wealthy and prominent surgeon from Philadelphia, who was keenly interested in dwellings reminiscent of the American Revolutionary War period.

It was Dr. Strittmatter who labored continuously to repair and restore the house to its original condition which, by that time, had assumed the erroneous name, McKonkey Ferry House. "For example, not only did he completely replace the red tin roof with wooden shingles, but he refitted several rows of scalloped shingles on the facade as well. In addition, he built a front portico on the south side of the house facing the Delaware River."³

For almost two decades, Dr. Strittmatter worked diligently to convince the State of New Jersey that the site held historical significance and that preserving the entire area could be of educational importance to future generations. Finally, in 1922, the State of New Jersey purchased the Ferry House and its grounds from Dr. Strittmatter and immediately incorporated the house with Washington Crossing State Park which had been established only ten years earlier. Not until seven years later however, in 1926 was the Johnson Ferry House formally opened to the public on a daily basis.⁴ Furnished with authentic eighteenth century country Chippendale furniture, the taproom, kitchen, and second floor bedroom are the only three rooms of the entire nine room dwelling that have been historically preserved thus far. "These three rooms, with their

various butcheries, pine tables, various kitchen utensils, pewterware, a
old brass bedwarmer, a wool winding wheel, and four Windsor back, leather
seat chairs not only provide enjoyment to hundreds of visitors each
year,"⁵ but serve to give the ordinary layman a visual and descriptive
account of what life was actually like in those turbulent days of
colonial America.

Architecturally, the house has an appearance reminiscent of a
Pennsylvania Dutch colonial with its roof gently curved on both sides.
"The oddly-shaped, scalloped side shingles that adorn the exterior of
the house, were originally split from blocks of soft wood and shaved to
a thin edge with a carving knife; they are about eighteen inches in
length and throughout the years have been subject repeatedly to numerous
coats of paint in order to protect the entire building from destruction
high winds and storms. All of the rafters are fashioned from heavy oak,
while the pine floorboards are wide, of varying lengths, and put together
with hand-wrought nails as sharp as needles."⁶

In the kitchen and the taproom, the walls and ceilings have been
painted a bright shade of oyster white. Both rooms also boast a single
wall of splendid wainscoted panels in natural wood finish, as well as
paneled doors and old-fashioned wrought-iron fixtures. The Ferry House
was similar to others of the period: "Hospitality often was the watermark
in a colonial tavern where one could find accommodations for himself and
his horse, meet friends, dine, talk politics, complain about and even
agitate against the royal government. Not least of all, a tavern was
place to carouse."⁷ The taproom of the Johnson Ferry House may have been
described by one writer, thus: "The taproom was the largest room of the
tavern section of the Ferry House. It had a large stone fireplace, a
bare, sanded floor and ample seats and chairs. Usually, there was a table
rather crude writing desk, at which a traveler might write a letter or
sign a contract and where the landlord made out his bills and kept the

books." But perhaps the most outstanding feature of the Johnson Ferry
tavern is the rather simple, large wooden bar and grill located in one
corner of the room. It is likely that tavern keeper James Slack served
beer, mulled ale, and steaming hot rum to the tired and thirsty soldiers
of Washington's army before they began the long march to Trenton.

In the room are memorabilia, such as hand-blown glass bottles, pew-
ter mugs, and iron cooking utensils, characteristic of an American
colonial tavern of the eighteenth century. Between the kitchen and the
tavern is a narrow passageway, with a winding staircase leading to the
second floor bedroom. Supposedly, General Washington briefly rested
there for one or two hours after his historic crossing of the ice-choked
Delaware River. Although small in actual dimensions, the chamber is
tastefully appointed with original pieces of eighteenth century furniture
that include, a deerskin-covered linen chest made, in 1730, from apple-
wood, a mahogany baby cradle, and a simple country bed with rope spring.
One surprising feature of the bedroom is its extraordinary low ceiling.
Upon entering the room, one discovers that the distance between the
floorboards and the ceiling is only five to six feet. Apparently, in
order to conserve heat, low ceilings were quite common in colonial houses
consisting of two or more stories.

"From the second floor of the Ferry House, facing due south, pleasing
views can be had of the river and foliage in summer and of the forbidding
ice-packed river, leaden skies and snow mantled ground in winter."⁹

Leading to the front door of the Ferry House is a flagstone path,
and in the rear yard is a beautiful, old-fashioned boxwood garden, which
was designed and planted under the direction of the National Society of
the Daughters of the American Revolution.

The Johnson Ferry House is open to the public, free of charge,
Wednesday through Saturday from 9:00 A. M. to 4:00 P. M. and on Sunday
from 10:00 A. M. to 4:00 P. M. year round. It is closed only on Thanks-

... and ... part of
America's past! Recapture once again the patriotic spirit that made our
country great!

The new Visitor's Center is located adjacent to Sullivan Grove and
about three-eighths of a mile from the east bank of the Delaware River.
It was built in 1976 to commemorate the American Bicentennial and the
period between December 25, 1776 to January 3, 1777, known as "The Ten
Crucial Days," believed to have been the turning point of the American
Revolution. Reflecting a contemporary architectural style, the building
features an auditorium which seats about fifty people. Through the use
of an electric map, the military actions and strategies of "The Ten
Crucial Days" are highlighted. Adjacent to the auditorium are two
museum galleries in which a private collection of rare antiques is dis-
played; they include "original manuscripts, written and printed docu-
ments, actual arms and accoutrements, maps, and numismatic items used by
British, French, American and Hessian soldiers during the American Revolu-
tionary War." ¹⁰ These unique artifacts, arranged in chronological
fashion, provide visitors with a concrete, visual account of the military
history of Washington Crossing State Park and the role played by the
Jersey soldier throughout the course of the American Revolution. In con-
junction with the electric map presentation, these items enable visitors
to gain a deeper appreciation of our rich American heritage.

In the Visitor's Center there are also rest room facilities, a pub-
lic telephone, and an information and sales counter at which visitors
may purchase descriptive reading materials. The Visitor's Center is open
daily throughout the year, Wednesday through Sunday from 9:30 A. M. until
4:30 P. M.; it is only closed on Thanksgiving, Christmas, and New Year's
Day.

Located at the entrance to historic Continental Lane and across from
the Johnson Ferry House is the Flag Museum. Originally a fieldstone barn

about 1733, the building was converted to a museum in 1969 by the Washington Crossing Association of New Jersey. ¹¹ Displayed in the museum, for example, "are replicas of ten flags that present chronologically, the history of today's American flag. In addition, the museum features a large diorama depicting the famous crossing of the Delaware River by General Washington and his troops. Accompanying the display is a brief narration describing the events that occurred during 'The Ten Crucial Days', from the time that the Continental Army marched on Trenton until their victory over the British at the Battle of Princeton on January 3, 1777." ¹² The Flag Museum is open to the public Wednesday through Sunday from 11:00 A. M. until 4:30 P. M. During the summer months. Throughout the spring and autumn months, it is open from 11:00 A. M. until 4:30 P. M. only on weekends and on weekdays only by appointment. In the winter months, the museum is also open on weekdays only by appointment, but is closed on weekends.

In the midst of the wild, grassy meadows, tall trees, and variety of animal life that abound in the northwestern section of the Park, the Nature Center has been established. These beautiful, tranquil surroundings provide the visitor to the park with a rich environment which is perfect for observing nature in all of its splendor. The Nature Center offers park visitors an opportunity to see plant and wildlife exhibits, listen to brief lectures, or partake of one of the guided nature tours throughout different areas of the park. A self-guided tour pamphlet is also available on request. The Nature Center is open from 9:00 A. M. until 4:00 P. M. in accordance with the following schedule:

December 1st to March 31st	-	Saturday and Sunday
April 1st to May 31st	-	Wednesday through Sunday
June 1st to Labor Day	-	Seven days a week
Labor Day to November 30th	-	Wednesday through Sunday

By late November, 1776, a dark cloud of anxiety and despair hung over the uncertain future of the infant American nation. Less than six months before, the founding fathers had assembled in Philadelphia to formally declare America's independence from the harsh yoke of British rule and now the destiny of the young Republic hung dangerously in the balance. Indeed, every omen seemed to indicate that America would not maintain its newly proclaimed liberty for very long. Having suffered a series of unremitting military disasters at the hands of well-equipped and well-trained British soldiers in the late summer of 1776, Washington's small army of ragged, weary American troops, racked by severe hunger, disease, and the biting cold of winter was slowly retreating across western New Jersey in a desperate attempt to secure safety in Pennsylvania. Meanwhile, a British force under the command of Lord Cornwallis had marched south from New York City toward Trenton in an effort to overtake and defeat the Continental Army before Washington could cross the Delaware River. If Cornwallis was successful, the last strong bastion of rebel resistance in the American colonies would be crushed. Then, it would only be a matter of time before the capital city of Philadelphia would be invaded, the leaders of the rebellion possibly captured, and the colonists' rebellion spirit stifled. "While hundreds of Jerseymen pledged themselves to be thenceforth loyal to the King, the Continental Congress retired to Baltimore,"¹³ after having fled from Philadelphia in terror. For the Continental Army, defeat seemed imminent.

Washington's situation was one of desperation. Under the military policy of the United States Congress, a volunteer army had been created in which soldiers were asked to serve for a maximum period of no more than one year. By early December, at the expiration of their terms of

equipment, many of the militiamen had remained home. Thus, Washington's army was reduced to less than 3,000 men, and among those who remained was a deep sense of despair. A proclamation issued by General William Howe offering a pardon to anyone who would reaffirm his allegiance to the Crown by refusing to bear arms against the British Empire, caused some of the more timorous to slip away, which further depleted the ranks and contributed to the loss of morale.¹⁴

Although confronted with what appeared to be insurmountable obstacles, Washington's troops continued their relentless march toward the Delaware. "As soon as he arrived in (New) Brunswick, Washington wrote an urgent communique directing Colonel Richard Huxton, commander of the Eleventh Pennsylvania Regiment, to collect all the boats on both sides of the Delaware River and secure them on the east bank adjacent to Trenton."¹⁵

"Brunswick, December 1, 1776

"Sir:

"You are to proceed to the two ferry's near Trenton and to see all the boats there put in the best order, with a sufficiency of oars and poles and at the same time to collect all the additional boats you (can) from both above and below and have them brought to those ferries and secured for the purpose of carrying over the Troops and Baggage in most expeditious manner. . . . You will particularly attend to the Birham boats which are very proper for this purpose.

"(Signed)

"Geo. Washington"¹⁶

With the help of a group of rivermen and farmers, Colonel Huxton collected boats of every description in the upper waters of the Delaware River, including raftlike ferry boats and the flatbottomed Birham boats which had been used primarily for the transporting of iron ore to Philadelphia. The boats were firmly secured to their moorings on the east bank of the Delaware in compliance with General Washington's

orders and the militia was made ready to carry the American army across the river to Pennsylvania.

Washington and his troops arrived safely in the city of Trenton on the afternoon of December 2nd and six days later, on December 7th, they "reached the relative safety of the west bank of the river."¹⁷ The Continental Army entered Morristown, Pennsylvania where Washington briefly resided at "Summerseat," the home of Robert Morris, the financier of the American Revolution. As he fled across the Delaware, Washington had ordered all the boats used to transport the soldiers, stores and artillery to be reassembled and properly secured on the opposite shore, thereby making the further advance of the British Army difficult, if not impossible. Arriving at the river on the morning of December 9th, the British sought to procure boats that would enable them to cross the river and continue their pursuit of the American Army, but their search for many miles up and down the New Jersey riverbank proved fruitless there were none to be found.¹⁸

Instead of building boats to pursue the enemy, General Howe decided that the war should cease during the winter months. The Continental Army would surely have been defeated, "had it not been for the British commander's belief that his army would not fight in the dead of winter, no matter how easily his soldiers could overtake Washington. As a result, Howe instructed General Cornwallis to establish only a line of outposts that were to extend from his headquarters in Manhattan through western New Jersey."¹⁹ Subsequently, one outpost was established at Bordentown, another at Trenton, and still another at (New) Brunswick. All three fortresses were heavily defended by British and Hessian regiments. Meanwhile, the English high command prepared to spend the winter months in a more leisurely fashion.²⁰ Indeed, there appeared to be no reason for the British to worry. New Jersey had fallen. "Washington's small force, encamped upon the west shore of the Delaware, seemed unaf-

less to move." "So overwhelming, in fact, had been the British vic-
 tories that both Howe and Cornwallis had received the hearty congratu-
 lations of their government and prepared to return home to England."²²

Howe believed that the military outposts were so strong that they were
 able to resist any American attack.

Unfortunately, he had underestimated the military prowess, daring
 and skill of his opponent. After receiving reinforcements from both
 the northern patriot army and from Philadelphia, as well as the dis-
 turbing news of the capture of General Charles Lee by British cavalry
 at a tavern near Basking Ridge, New Jersey, General Washington realized
 that he would have to strike immediately before his army dissolved once
 again.²³ With now a military force that had grown to about 6,000 men,
 Washington dispersed his troops over a thirty mile area along the river;
 the main points of concentration were Bristol, Morrisville, and Yardley.²⁴
 During the early morning hours of December 14th, he took approximately
 2,500 men and moved nine miles up the river where he established his
 command post in a farmhouse located about one mile west of the McKonkey
 Ferry Inn. At that point along the western shores of the Delaware
 existed "a long and narrow island, lying diagonally across the western
 half of the stream. Here the banks were low and level; ice floes were
 less numerous. Sheltered by the lee of the long island, the Delaware
 was less tightly frozen; blocks of ice were not so large nor nearly as
 numerous; the current was more leisurely."²⁵ There, on the west bank
 of the river, safely out of the enemy's reach, Washington proceeded to
 formulate a bold and daring plan of attack against the Hessian mer-
 cenaries at Trenton. On December 23rd, after receiving important in-
 formation about the Hessians' military strength from John Honeyman, his
 most trusted and able spy, General Washington revealed his battle plan
 that:

"was so ingenious and yet so simple.
... To make the perilous crossing
of the icy Delaware during the hours
of darkness; to silently creep up on
the unwary Hessian foe in Trenton
when Christmas wines and Christmas
revelry had relaxed their customary
vigilance and made a dull watch; to
throw them into helpless confusion
by the suddenness of the attack; and ²⁶
by striking from three sides at once."

Prior to that time, General Washington had delegated to Colonel Daniel
Bray the task of "gathering all boats and water craft from the junction
of the Lehigh and Delaware Rivers southward. ... Bray began near Easton,
working his way downriver. He delivered the best of the cargo craft to
Coryell's Ferry, ²⁷ where they were safely hidden behind an island near
a mill." ²⁸ Later on Christmas Day, under cover of darkness, they were
brought several miles downstream to McKonkey's Ferry.

On Christmas Day, the Hessians kept busy the entire day with eat-
ing, drinking, and making the most of the customary holiday festivities.
But on the Pennsylvania side of the river, there was no Christmas cele-
brations; rather, throughout the day, there was a tremendous amount of
activity in the American camp; both officers and men alike worked hard
to make the necessary preparations for the crossing of the Delaware and
the surprise attack on Trenton.

"Early Christmas afternoon, Washington's
army slowly began moving in the direc-
tion of McKonkey's Ferry. By 4:00 P. M.
many of the troops had assembled, with
their blankets and three-days cooked
rations, fresh flints for their muskets,
and forty rounds of ammunition per man,
at the river's edge, several hundred
yards away from the Ferry House. Though
their broken shoes and rag-bound feet
left bloody tracks in the snow, their
hearts were high. The watchword for the
attempt was 'Victory or Death.'" ²⁷

General Washington had hoped to complete the crossing of the river by
midnight. But as the day wore on, weather conditions became increasing-
ly worse, leaving the success of his plans very much in doubt. By about
6:00 P. M. that evening, the river was full of large floating cakes of

...the situation even more, the weather had become very cold and bitter. "However, undaunted by the ominous weather and confident that his strategy was sound and the time ripe, Washington gave the signal to proceed." ³⁰ The forty Durham boats, "taken from their hiding place behind heavily wooded Malta Island (opposite Lambertville), were heavily loaded south of there with men and equipment, bound for the New Jersey shore." ³¹ With these transports, "the task of ferrying the army over three hundred yards of water would be less difficult." ³² At 11:00 P. M. that night, a storm of sleet and snow, "described as 'continuous rain and strong wind from the east northeast,'" ³³ began to turn the current of the Delaware River into a maelstrom of churning waves. Fortunately however for the American army there was "among the troops a regiment of seasoned sailors. Colonel John Glover's Marblehead fishermen, accustomed to the management of small boats in choppy New England seas," ³⁴ continued to ferry troops again and again across the river to safety on the New Jersey shore. Each time that it appeared the swirling current and hurtling ice floes would overturn the heavily loaded boats, the expert skill of Glover's seafaring sailors prevented what might have been a major disaster from occurring. Meanwhile, James Slack, operator of the Johnson Ferry, used the ferry boats to carry heavy artillery pieces, horses, and powder wagons across the Delaware with the help of two other men, David Lanning and William Green. ³⁵ When the last of the Continental Army had been transported safely across the river, it was nearly 3:00 A. M. on the morning of December 26th; the entire crossing had taken about nine hours to complete. Approximately an hour later, the soldiers were once again reassembled by General Washington at a point several hundred yards away from the rear of the Johnson Ferry House where, shortly thereafter, in the midst of howling winds, freezing rain, and icy cold; they began the long, weary eight mile march toward Trenton.

1
Dr. Carlos E. Godfrey, "Washington's Debarcation at Johnson's Ferry on Christmas Night in 1776," (Trenton, New Jersey: The Trenton Historical Society, 1932), pg. 6.

2
Louis B. Wright, Cultural Life of the New Nation, 1607-1783, The New American Nation Series, (New York: Harper & Row, Inc., 1962), pg. 248.

3
(A brief Information Sheet entitled A Short History of the Ferry House, Washington Crossing State Park, New Jersey. The name of the Author and the Date of Publication are unknown).

4
Ibid.

5
"A Park that Gives Washington His Due," New York Times, 16 February 1975, Sec. 10, pg. 7.

6
(A xeroxed copy of an article written in 1913 by a Mr. J. Wallace Hoff about the events and circumstances which led to the Battle of Trenton and the different buildings in both New Jersey and Pennsylvania that relate in one way or another to the historic crossing of the Delaware River made by General Washington and his army on Christmas night 1776, pg. 14).

7
The Colonial Williamsburg Foundation, Williamsburg Reproductions: Interior Designs for Today's Living, (Williamsburg, Virginia: The Colonial Williamsburg Foundation, 1973), pg. 187.

8
Alice Morse Earle, Stagecoach & Tavern Days, (New York: The MacMillan Company, 1935), pgs. 42-43.

9
(A xeroxed copy of an article written in 1913 by a Mr. J. Wallace Hoff about the events and circumstances which led to the Battle of Trenton and the different buildings in both New Jersey and Pennsylvania that relate in one way or another to the historic crossing of the Delaware River made by General Washington and his army on Christmas night 1776, pg. 13).

10
(A brief article entitled The Visitor's Center, Washington Crossing State Park, New Jersey, written by Mr. H. Kels Swan, Curator of the Visitor's Center at Washington Crossing State Park, Titusville, New Jersey in July, 1979, pgs. 1-2).

11
(A brief Information Sheet entitled Flag Museum written by the Washington Crossing Association of New Jersey, Titusville, New Jersey. The Date of Publication is unknown).

12
Ibid.

13
John Richard Alden, The American Revolution, 1775-1783, The New American Nation Series, (New York: Harper & Row, Inc., 1954), pg. 106.

14
Harry Emerson Wildes, The Delaware, (New York: Farrar & Rinehart, Inc., 1940), pg. 176.

- 15 William S. Sorcher, The Battles of Trenton and Princeton, (New York: Houghton Mifflin and Company, 1958), pg. 15.
- 16 Ibid., pg. 310.
- 17 Alden, The American Revolution, 1775-1783, pg. 107.
- 18 "Washington Crossing the Delaware," True American, 19 October 1976 (Page Number Not Given).
- 19 The American Revolutionary War, Part I, (Peerskill, New York: The Library of Historical Briefs, 1976), pg. 45.
- 20 Alden, The American Revolution, 1775-1783, pg. 107.
- 21 Wildes, The Delaware, pg. 177.
- 22 Eleanor Nolan Schuman, The Trenton Story, (Trenton, New Jersey: MacCrellish & Quigley Company, 1954), pg. 53.
- 23 Alden, The American Revolution, 1775-1783, pgs. 107-108.
- 24 Schuman, The Trenton Story, pg. 54.
- 25 Wildes, The Delaware, pg. 177.
- 26 "Washington Crossing the Delaware," True American, 19 October 1976 (Page Number Not Given).
- 27 (Coryell's Ferry is the original name of the town of Lambertville in Hunterdon County, New Jersey. It got its name from John E. Coryell who obtained a patent to operate a ferry there in 1733).
- 28 "Washington Counted On a Man Who Knew the Delaware ... Daniel Boone didn't fail him, ...," The Hunterdon County Democrat, Fall, 1976, pg. 4.
- 29 Alfred Hoyt Bill, New Jersey and the Revolutionary War, (New Brunswick, New Jersey: Rutgers University Press, 1954), pg. 21.
- 30 Schuman, The Trenton Story, pgs. 55 & 57.
- 31 The Hunterdon County Democrat, "The Men of Marblehead, The Rivermen of Hunterdon ... Together they turned the tide of the war ..."
Hunterdon's Role in the Revolution, (Flemington, New Jersey: Democrat Press, July, 1976), pg. 43.
- 32 Wildes, The Delaware, pg. 179.
- 33 Samuel Steele Smith, The Battle of Trenton, (Monmouth Beach, New Jersey: Philip Freneau Press, 1965), pg. 19.
- 34 Wildes, The Delaware, pg. 175.
- 35 Schuman, The Trenton Story, pg. 57.