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drfalken@comcast.net



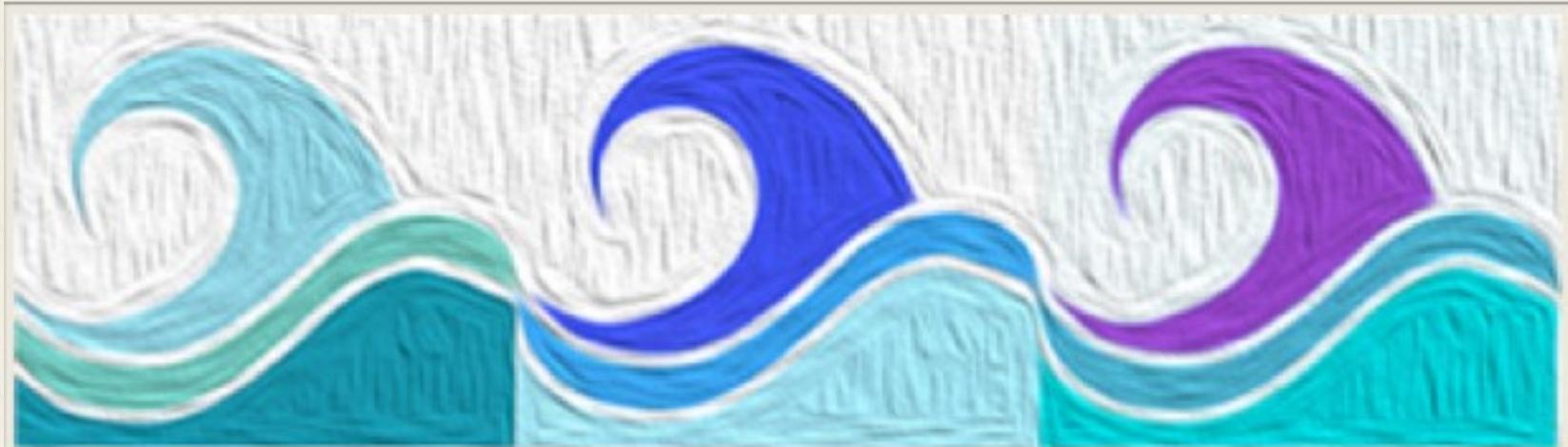
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Down to the Sea in Ships



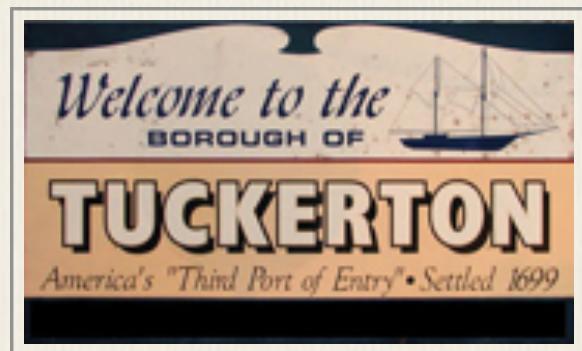
Down to the Sea in Ships explores our family from the last decade of the eighteenth century to the third quarter of the nineteenth. You will meet Captain Samuel Falkenburg and learn about his very large family, including my 2nd great-grandfather, George Harrison Falkenburg, and Solomon, my great-grandfather. Both followed their father Samuel in coastal maritime trade as captains and masters of merchant trade vessels. During this period of time, the United States once again engaged in war with Great Britain ostensibly over maritime rights. During the War of 1812, the British invaded our nation's capital, burning the White House. By far the most disruptive event in period was the U.S. Civil War.

Captain Samuel Falkenburg

The First Congress of the United States met in New York on 31 JUL 1789. A key complaint leading to the American Revolution was the imposition of import taxes levied by England on the colonies. The Congress set in place a system to define how the new country would deal with issues pertaining to the import of goods, and it established districts and ports for the new country. New Jersey was assigned three districts: Perth Amboy, Burlington, and Bridgetown.

"Be it enacted, &c., That for the due collection of the duties imposed by law on the tonnage of ships and vessels, and on goods, wares, and merchandises, imported into the United States, there shall be established and appointed, districts, ports, and officers, in manner following.. The district of Burlington shall comprehend that part of the said State [New Jersey] known by the name of West Jersey, which lies to the eastward and northward of the county of Gloucester, with all the waters thereof, heretofore within the jurisdiction of the said State, including the river and inlet of Little Egg Harbour, with the waters emptying into the same, and the sea coast, sound, inlets and harbours thereof, from Barnegat to Brigantine inlets, in which district the landing places of Lamberton and Little Egg Harbour shall be ports of delivery only; and a collector shall be appointed for the district, to reside at Burlington, and a surveyor at Little Egg Harbour . . ." [4.1]

From the very beginning, Little Egg Harbor and the emerging Borough of Tuckerton was settled by individuals whose profession linked them to the sea. Leah Blackman [4.2] says that the industry began in 1724 when John Ridgway bequeathed a sloop to his son. Blackman lists a number of Little Egg Harbor families including Mathis, Shourds, and Rockhill as important to an emergent ship building industry. Others including the Falkinburgs became sailors and captains in merchant trade. Blackman indicates that Solomon Rockhill, who was one of my 5th great-grandfathers, was the principal shipwright of Tuckerton. The map on the next page shows the boundaries of Little Egg Township. Tuckerton (marked with the blue box) was the only population center in the township. Osborn Island, the home of Henry Jacobs

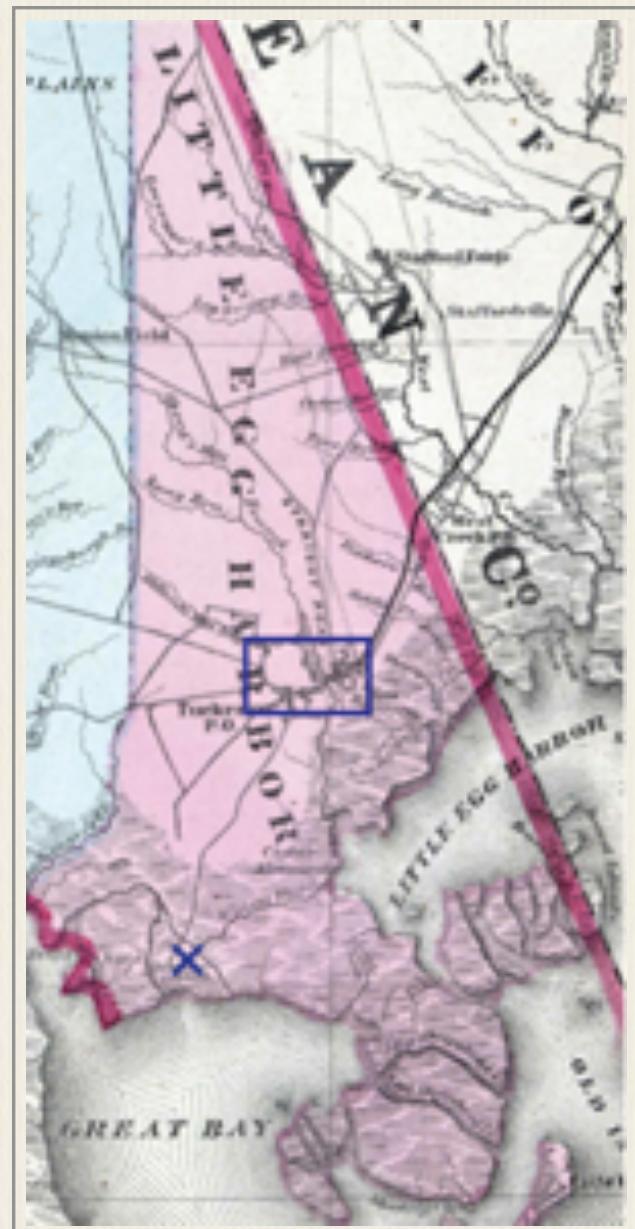


Falkinburg, is located by the blue X near the shore of the Great Bay. Originally a part of Burlington County, in 1891 the township became a part of Ocean County.

An analysis of the 1870 census provides an interesting snapshot of how important maritime-related industries were to Little Egg Harbor. The table on the next page summarizes the occupations/trades enumerated in that census. Just slightly under 50% of all working individuals in Little Egg Harbor Township in 1970 were employed as sea captains, sailors or ship builders. I found this to be an astonishing figure. Merchant shipping and ship building was the principal activity of this small community. A good percentage of the remaining population supported this industry as merchants and clerks, professionals, etc. Only a scant 15% of the population at this time was involved in farming, food production and distribution.

Shipbuilding in this shore community was centered on the Bass and Mullica Rivers. Among the first shipbuilders was Micajah Mathis who was the brother of Nehemiah Mathis and grandfather of young Samuel Falkinburg. Micajah built the brig Argo on the Mathis property on the Bass River. He built the Hope, a sloop designed to transport lumber from Egg Harbor to New York City. [4.4] The van Sant family were also early shipbuilders. Joel van Sant I was born in Wrangleboro, New Jersey 22 NOV 1811, but lived much of his life in Lower Bank, Washington Township, NJ. Several sons followed their father in this business and built many vessels at Manahawkin, Mayslanding, Green Bank, New Gretna, Tuckerton, and Alloways Creek.

Young Samuel Falkinburg (son of Samuel Falkinburg and Alice Mathis and the great-grandson of Henry Jacobs Falkinburg Sr.) spent most of his life near this sea-



Little Egg Harbor Township [4.3]



1878 map of Tuckerton, NJ (Woolman & Rose, Philadelphia) [4.5]

Total Number of households	349
Total Population	1775
Ships captain, sailor, ship builder	46.9%
Laborer, mill or factory worker	17.7%
Farmers, food production and distribution	15.4%
Domestic servants	4.4%
Carpenters and construction	4.2%
Craftsperson's including glass blowers, shoemakers, dressmakers, milliners,	3.3%
Merchants and clerks	2.3%
Professionals (doctors, teachers, clergy)	2.1%
Services (blacksmiths, barber, express agent, stagecoach proprietor, undertaker)	1.9%
Hospitality (hotel keepers, waiters, bar tenders)	1.8%

*Analysis of Professions and Trades from the
1870 U.S. Census: Little Egg Harbor Township, NJ*

faring community, and most likely went to sea at an early age. For most young boys in Tuckerton, going to sea was an exciting thought. Each day brought a flurry of activity around the many schooners and coasting vessels that sailed into the harbor. Timber that was cut from the New Jersey costal forests was milled in Tuckerton and captains and crews carried lumber and other products⁴⁻¹ to population centers in Philadelphia, New York City, as well as other ports along the east coast. The sea was a romantic escape from everyday life in this growing community and called to many a young man to come, sail the waves and visit exotic cities and new lands. Young Samuel was one of those who followed a call to the sea. We have little or no information about his exploits, nor do we know the name of his vessels, but we do know that he was a respected sea captain. He raised a large family in Tuckerton and all of his sons followed their father to the sea.

Captain Samuel Falkinburg married Mary Cranmer on 1 JAN 1807. Mary Cranmer's 3rd great-grandfather was William Cranmer who was born in England (1620) and emigrated first to Southold, Long Island and then to Elizabeth New Jersey. Family tradition and some historians state that this line of Cranmers descends from the family of Thomas Cranmer, Archbishop of Canterbury and Martyr (1489-1556). By one genealogical account, that would make the archbishop my 9th great-uncle (Thomas Cranmer's brother Edmund, (Archdeacon of Canterbury) was my 9th great-grandfather). A brief story of Thomas Cranmer's life and martyrdom as the founder of the English Reformation is found at the end of this chapter.

Samuel Falkinburg and Mary Cranmer raised a family of twelve children in the down shore community of Little Egg Harbor. Eleven of the offspring were boys (imagine poor Mary) and each of the sons followed their father as sailors and most eventually became ship's master and captain. As Samuel's young family began to grow, the United States became involved in a war with Great Britain. We have no written record of the effect of the war on our family, but as a family which made its living on the sea, the seizure of merchant vessels would have been a deep concern to Captain Samuel and his fellow shipmasters.

4-1 Salt hay was harvested from the marsh and used to make a heavy-grade paper. The paper mill was located about ten miles northwest of Tuckerton in Harrisville. This was the largest paper mill in New Jersey.



Growth of the United States From Independence to 1812

The War of 1812

America's Second War for Independence



Less than three decades after the Treaty of Paris affirmed the independence of the United States from England, President Madison found himself faced with the impressment of American merchant sailors by British naval vessels. As the Napoleonic Wars involved Europe in conflict, the U.S. claimed a right as a neutral nation to free trade with Europe. This claim was refuted and by the year 1811 over 11,000 United States merchant sailors were commandeered by the British. On 12 JUN 1812, President Madison declared war on Great Britain. In addition to illegal seizures at sea, Great Britain was fueling unrest on the American frontier between settlers and native Americans in order to form a buffer from the growing United States and the English colonies in Canada (see map). Perhaps the most famous incident of the war was the British raid on Washington, D.C. and the burning of the newly constructed presidential home. Upon news of an imminent attack, First Lady Dolly Madison worked to save precious artwork in the White House by having paintings cut from their frames and rushed into hiding. The British attack on Washington was launched in retaliation to the burning of York (Toronto) by the Americans. Both sides in the war wanted to settle differences, and peace talks began in August 1814, with final hostilities ending in early 1815.

When Captain Samuel Falkinburg's wife Mary died, Samuel married Hannah, the Widow of Jacob Truax. Samuel and Hannah had four more children (this time three were girls and only one more son was added to the family). The table that spans the next two and a half pages shows Captain Samuel, his children and grandchildren. The sea was in the blood of the Falkinburg Family. The symbols at the top of the table denote professions on the sea.

Captain Samuel Falkinburg died at sea sometime between 1840 and 1850.⁴⁻² It is interesting to me that there appears to be no record of Samuel's death. I can find no listings of his passing in historic news media, New Jersey records, or cemetery rolls. Captain Samuel is often referred in the stories of Leah Blackman and others, but nowhere can I find the name of his ship or the circumstances of his loss at sea.

<i>The Family of Captain Samuel Falkinburg</i>				
	Sea Captain 	Sailor/Mariner 	Bay/Oyster-man 	Lifesaving service 
Blue fill indicates this individual died at sea.				
 Captain Samuel Falkinburg b. 1780 ~ 1790 (likely ~1787) (Little Egg Harbor) d. 1840 ~ 1850				
+ m.(1 JAN 1807) Mary Cranmer b. 1790				
1	 Captain John Falkinburg b. ~1808 d. shipwrecked and drowned: Cape <u>Henlopen</u> , DE; <i>There is no record of a marriage and issue of John.</i>			
2	 Captain Samuel C. Falkinburg, jr. b. 1811 m. Sarah B. <u>Monrow</u> 11 MAY 1834 d. on Schooner <u>Greenberry Holsk</u> (1842 ~ 1850)			
2.1	Elizabeth Falkinburg b. 1837			
2.2	 William H Falkinburg b. 1838 m. (1860 ~ 1870) Mary Ella "Lillie" Rockhill b. 1842 d. 6 FEB 1926			
2.3	James T. Falkinburg b. 1841 m. Annie E. Stiles, d. 19 SEP 1927			
2.4	 Charles Lemuel Falkinburg (Oysterman) b. MAY 1844 d. 1916 m. <u>Marion Lillian Pebbles Truax</u> b. 4 DEC 1846 d. 11 FEB 1925 (d. Collins <u>Truax</u> & Hannah <u>Shourds</u>)			

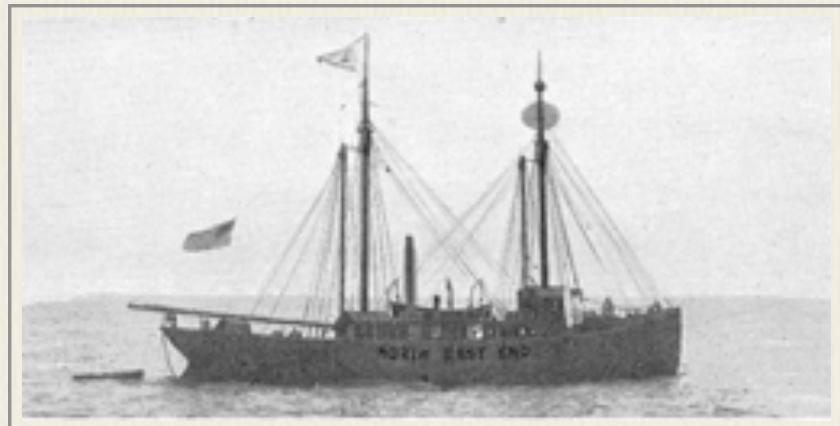
4-2 Samuel appears in the 1840 US Census for New Jersey/Burlington/Little Egg Harbor, However, the 1850 census lists Samuel's widow Hannah, and five children-- one from Hannah's former marriage to Jacob Truax.

3	 Captain Hezekiah Falkinburg b. ~1812 m. Nancy Rockhill 27 MAR 1834; d. 24 AUG 1836 There are no known children of this union.
4	 Captain Timothy W. Falkinburg b. 4 NOV 1813; d. 6 JUL 1878 m. Elizabeth Parker 19 SEP 1838. Elizabeth d. 13 JUN 1839. No children this marriage; m. Rebecca A. Cranmer (d/o Daniel Cranmer & Isabella Murdock) b. 18 NOV 1817 d. 9 OCT 1873
4.1	 Otis Falkinburg b. 1845 d. 1900 m. 7 FEB 1875 Euphame Mary Conklin b. 1854 d. 18 Jan 1878 (d/o Adri-al Riley Conklin & Mary M. Collins)
4.2	 Edwin A. Falkinburg b. 1846 d. 13 OCT 1898 m. Alwilda (Collins) b. Jun 1856 d. 1916 d/o Alfred Collins & Frances N. Stokes
4.3	Oscar F Falkinburg b. 1849 d. 26 FEB 1852 (<i>died at age 3</i>)
4.4	Elizabeth Lavinia Falkinburg b. 24 APR 1851 d. 12 MAR 1882
4.5	Mary Isabella Falkinburg b. 1853 d. 20 OCT 1899
4.6	 Charles Oscar Falkinburg b. 1 MAY 1857 d. 6 OCT 1905 m. Katherine Vansant b. 1864 d. 1936 (d/o Edward P. Vansant & Rebecca E. Falkinburg)
4.7	 Albinus Fortesque Falkinburg b. 3 OCT 1858 d. 16 JUN 1925 m. Jane Elizabeth Gray b. 1859 d. 1924 (d/o Thomas Gray & Margaret Bloomfield Penn)
5	 Josiah Falkinburg b. 30 AUG 1815, d. 31 AUG 1887
5.1	Samuel Falkinburg
5.2	Rebecca Falkinburg
5.3	Charles Falkinburg
5.4	 Josiah Falkinburg
5.5	Mary Elizabeth Falkinburg
5.6	Joseph H. Falkinburg
5.7	 Alexander Cowperthwaite Falkinburg
5.8	Olivia Falkinburg
5.9	
6	 George Harrison Falkinburg b. ~1818 d. 22 JUN 1849 m. 27 MAY 1840 Rachel Lines (d/o William Lines & Phebe Parker)
6.1	 Solomon L. Falkenburg b. 12 JAN 1842 d. 20 AUG 1887 m. 1864 Ann Nancy Lippincott b. 1842 (d/o Samuel A. Lippincott and Mary Elizabeth Cranmer)
6.2	George Falkinburg
7	Mary Jane Falkinburg b. 1821 d. 14 DEC 1899 m. Asa Jones b. 1818~1819 d. 22 JUN 1894 (s/o Josiah Jones & Mary Pharo)
7.1	Charles A. Jones
7.2	Mary Elizabeth Jones
7.3	Timothy F. Jones

	7.4	Albert Jones
	7.5	Samuel Jones
	7.6	Julia R. Jones
	7.7	Asa Jr. Jones
	7.8	Adelaide Jones
	7.9	Marion Jones
	7.1	George Nelson Jones
	7.11	Walter Jones
	7.12	William Jones
8	 Charles A. Falkinburg m. unknown in San Francisco	
9	Fountain I Falkinburg	
10	 Nelson Falkinburg	
11	 Lemuel Falkinburg	
12	female Falkinburg	
+ Hannah Truax		
13	Fountain II Falkinburg	
14	Hannah Falkinburg	
15	Ellen Falkinburg	
16	(Phebe) Elizabeth Falkinburg	

An examination of the table displayed over the last two pages indicates that all of Captain Samuel's male children and many of his grand children followed a profession upon the seas as a sailor, captain, or engaged in other maritime activities. The blue fill in this table indicates an individual who died engaged in maritime activities. Sailing the seas was dangerous in the mid nineteenth century. Little was known about weather patterns, and with very limited means of communication many sailors were often caught unaware of dangerous weather a day or even hours before violent storms hit. The coastal waters of the United States had limited lighthouses to warn captains of reefs and rocky promontories. The New Jersey coast was on the path of tropical storms which often buffeted the coast in fall, while winter could usher in strong gales and icy storms. In the winter of 1826/27 more than two hundred vessels were wrecked along shifting shoals which had been altered by fierce weather. The coast off New Jersey earned the nickname "Graveyard of the Atlantic".

In order to make the coast safer, the United States government established lighthouses and lightships to warn mariners of danger. The first lightship was commissioned by the United States Lighthouse Service in the Chesapeake Bay in 1820. Lightship 44 (Northeast End Light-Vessel) was added to the fleet in 1882 at a cost of about \$50,000. It had an iron hull, two masts, and double boilers to power the ship signaling system. The vessel did not have a powered propulsion system, but had sail-schooner rigging. It had two lanterns each containing eight oil lamps and reflectors, a 12-inch steam whistle and hand operated 1000-lb bell that were used to signal fog. From 1882 until 1926 the ship was located at Northeast End New Jersey.⁴⁻³ The first keeper of the lightship was Josiah C. Falkinburg, grandson of Captain Samuel. He served as Assistant Keeper from 1881 to 1884. In 1884, until his retirement in 1915, Josiah served as Master of the lightship. [4.6]



*Light-vessel 44 North East End NJ
Josiah C. Falkinburg, Master*

Alexander Cowperthwaite Falkinburg another grandson of Captain Samuel and son of Captain Josiah and Mary Rose (Shourds) Falkinburg, served as the Keeper of the USLSS Station #24, Fourth District, Little Beach, New Jersey. Built in 1875, the station was located at South side of Little Egg Harbor Inlet.⁴⁻⁴

Alexander was appointed keeper on 2 JUL 1898 and was reassigned to Harvey's Cedar Station on 10 MAY 1901. On 15 SEP 1900 the following record was recorded at the Little Beach Station:

'At 6:40 p.m. the station patrol observed the schooner [Willie] to be dangerously near the breakers and at once burned a warning signal. She anchored in the breakers and surfmen pulled out to her, finding the sea breaking heavily over her and her crew anxious to abandon her. After difficult work in the heavy breakers, surfmen managed to get the crew of four men into the surfboat and landed them at station, where keeper succored them until the next day.

4-3 12 miles east of Hereford Inlet and 19.7 miles Cape May Lighthouse

4-4 3-3/8 miles southwest of Tucker Beach Light; 39°-27' 30" N x 74° 19' 30" W

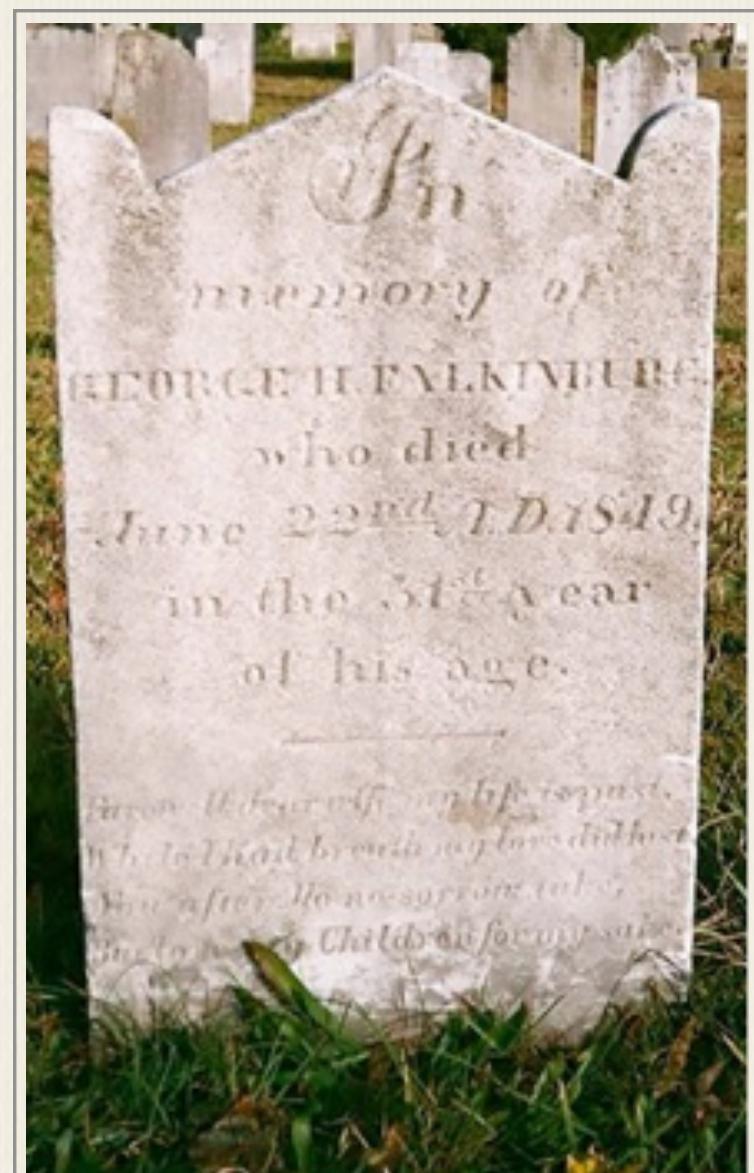
The wind shifted offshore during the night, and on the next morning the schooner was riding safely at her anchor. Surfmen took the crew out to her, assisted to heave up anchor and get her under way and sailed her out into deep water.” [4.7]

As a result of the effectiveness of Keeper Alexander Falkinburg and his crew, the Master of the Schooner Willie sent a commendation letter to the General Superintendent of the U.S. Life-Saving Service.

George Harrison Falkinburg (my 2nd great-grandfather)

Family records⁴⁻⁵ indicate that our ancestral line passes through George Harrison Falkinburg I. (born 1818), son of Captain Samuel Falkinburg and Mary Cranmer. On 27 MAY 1840, George married Rachel W. Line the daughter of William and Phebe Line. Like George and his father Samuel, William Line was a sea captain. According to the Falkenburg family record, George and Rachel had two children, Solomon and George. George Harrison Falkinburg Sr. died 22 JUN 1849 at age 31, the year preceding the 1850 census. The family record is corroborated by data from the 1850 US Census [4.8] which enumerates his widow Rachel Falkinburg along with her two sons Solomon (age 8) and George (age 5). George Harrison Falkinburg I is buried in the First Methodist Cemetery, Tuckerton, Ocean County, NJ. The record of burial [4.9] reads:

s/o Samuel & Mary Falkinburg
died of cholera 22 Jun 1849, age: 31



George Harrison Falkinburg Sr. is buried in the First Methodist Cemetery, Tuckerton, NJ

4-5 These notes were made by Wilma Falkinburg, wife of George H. Falkinburg III, great-grandson of George H. Falkinburg I described in this section.

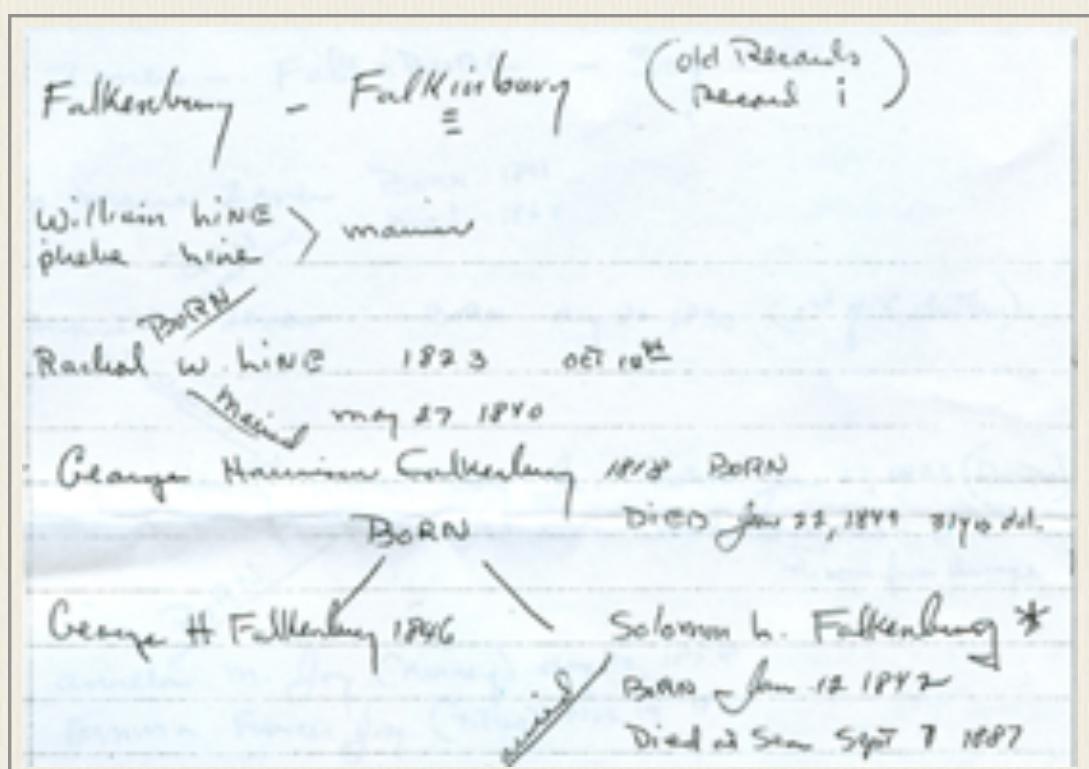
In a 1999 posted query, David Absalom writes :

"Capt. George H. Falkenburg was master of a coastal vessel. While on one of his trips he contracted cholera and died aboard ship off Staten Island, New York Harbor. His grave marker gives his date of death as June 22, 1849, aged 31 years. A death certificate gives his date of death as June 20, 1849." [4.10]

Cholera is caused by a bacterial infection of the small intestine that releases a toxin causing severe diarrhea. It was not until 1854, when a London physician Dr. John Snow, postulated a connection between cholera and contaminated water. New York City had suffered a severe epidemic of cholera in 1832 leading to over 3,500 deaths.

Solomon Line Falkenburg (my great-grandfather)

Solomon Falkenburg was born 12 JAN 1882 to Captain George Harrison Falkenburg and Rachel W. Line.⁴⁻⁶ Home was Little Egg Harbor Township, Burlington County, New Jersey. Solomon's father died in 1849 when the young boy was about seven years of age. Young Solomon appears in the 1850 census (age 8) with his mother Rachel

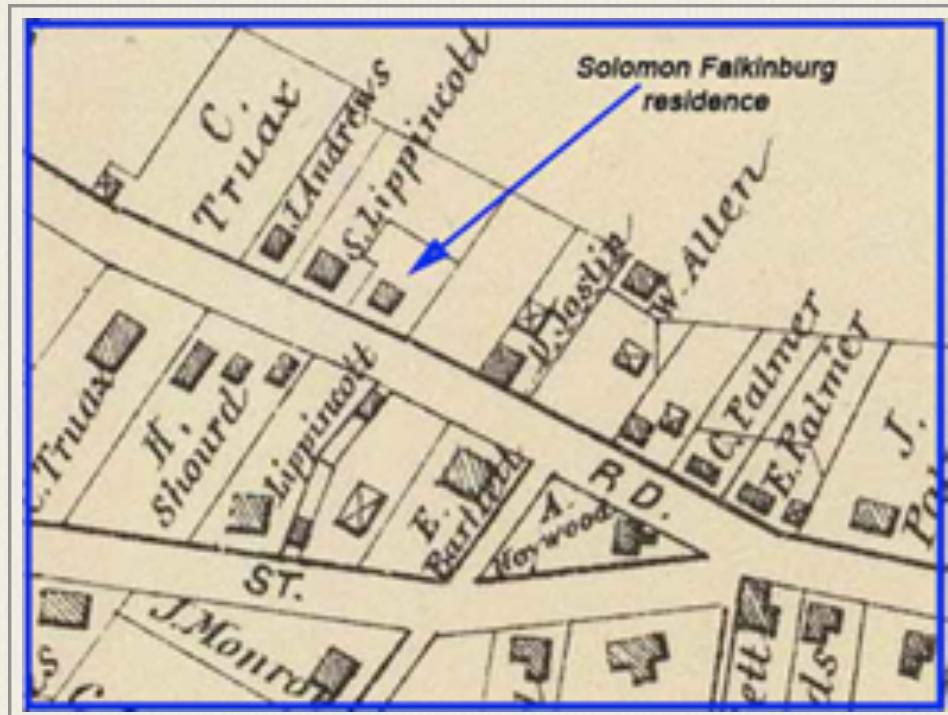


Handwritten notes by Wilma Falkenburg wife of George Harrison Falkenburg III documenting family ancestry.

- 4-6** The family name Line is sometimes recorded as Lines. The Line family has a long history in the American Colonies. Rachel's 2-greats grandfather William Line was born in Church Brampton, Northamptonshire, England (about 65 miles NW of London) in 1635. He and his wife Sara immigrated to the Colony of New Jersey between 1657 and 1664. So like the Falkenburgs, the Lines were early colonial settlers of the new land.

and a younger brother George. Shortly after the death of George Harrison Falkenburg, Rachel remarried⁴⁻⁷ Joseph Vanhise (21 Oct 1850) [4.11].

There is no report of Solomon in the 1860 census. It is likely that 18 year-old Solomon had gone to sea. Family oral history tells the story that Solomon sailed around the world. We have some old coins from China that are said to have been brought back by Solomon on a trip around the world. Records dating from 1870 indicate that Solomon L. Falkenburg was sailing the east coast of the United States, so it is quite likely that Solomon left home in his early teens, and for a period of perhaps ten years, found adventure on the high seas, visiting Asia and sailing around the world.



Location of the residence of Solomon and Annie Falkenburg on the New Gretna Road, Tuckerton, NJ

In 1864 Solomon Falkenburg married Ann Nancy Lippincott, one of eleven children born to Samuel A. and Mary Elizabeth (Cranmer) Lippincott. The Lippincotts were descended from an American colonial family who first settled in Massachusetts. Samuel was a carpenter and it is likely that Solomon and Ann lived in a small home built by Samuel on the corner of his Tuckerton lot.

Perusing the 1870 U.S. Census (Little Egg Harbor Township, Burlington County, New Jersey) we see names Jacob Andrews, Samuel Lippincott, Solomon Falkenburg and Henry Shourd in the listing made by the census marshall. It is

4-7 *The marriage of widow Rachel and widower Joseph appears in the Archives of the State of New Jersey. It is most likely that Rachel was widowed a second time. The 1860 census (Egg Harbor, Burlington, NJ) reports Rachel Vanheight living in Vincetown with her mother Phebe Line and son George (last name reported as Hockenbury) in the home of Mary Rose. Phebe is reported with the last name Vanheight, as well. This may be an error made by the census marshall; there is an obvious additional error that Phebe, mother of Rachel is reported to be the same age as Rachel. George Hockenbury [sic] is reported as Rachel's son, and his age is consistent with that reported in the 1850 census.*

likely that the residences were located along the same street, as enumerated in the census records. An 1878 map of Tuckerton from the David Ramsey Collection shows these names as neighbors along the New Gretna Road, west of its intersection with Main Street. Solomon and his family do not appear on this map because they have already moved to Brooklyn New York when this map was published. This data provides circumstantial evidence to locate the Solomon Falkenburg home in Tuckerton in 1870.

Like his father and grandfather, Solomon was a sea captain who transported goods along the eastern seaboard from Florida to New York. In the 1872 edition of Lloyd's Register of American and Foreign Shipping [4.12], S. L. Falkenburg is listed as the Master of the Schooner Carrie A. Bentley, a 105 ft. vessel built in 1871, registered at the Port of New York, and owned by Bentley Miller & Company. The Carolina Daily News (Charleston) reported that the Carrie A. Bentley was discharging cargo on 29 DEC 1871 at the Central Wharf after arriving from New York. [4-13] During the period of Reconstruction following the Civil War, shipping through Charleston included cotton, corn, and lumber, and it is likely that The C.A. Bentley was involved in this trade. Records show that Solomon was master of the Schooner C.A. Bentley for a period of about seven years. During this time there are newspaper records from the Charleston Daily News which mention ports of call ranging from New Haven CT to Jacksonville FL. This is the same trade route we believe Solomon's father and grandfather had sailed.

It was Solomon, within our branch of the family, who began to consistently spell the family name as Falkenburg rather than the traditional Falkinburg. Early

Reg. No.	Name, Name of Vessel & Captain	Class	Tons and Stocks	Mo.	Year Launched	When Metalized.	Where Built	Port Discharging to	Inventor or Consignee	Dimensions	REMARKS, Number Years Assigned.	Time men or when barreled
108	Carrie A. Bentley, S. L. Falkenburg	A	257	O. I.	1871		New York	Bentley Miller & Co	105' 28' 13'	25' 11' 4' 11"	N.Y Nov '71 25' 11' 4' 11"	

Lloyd's Register of American and Foreign Shipping (1872)

& CO.	
Carrie A Bentley, 257 tons, Falkenburg, at Central wharf, from New York, discharging—H F Baker & CO.	
<i>Yankee Croaker</i>	<i>Long Flaxman of London</i>
<i>Charleston Daily News 29 DEC 1871</i>	

records use the older spelling, while records from the latter part of the nineteenth century use Falkenburg. The earliest evidence of this is the Greenwood Cemetery headstone of Samuel L. Falkenburg, son of Solomon and Ann Falkenburg.⁴⁻⁸ The records in Lloyd's Register clearly use the new spelling as well. The story of Solomon, Ann, and their family continues in chapter 6, Brooklyn Roots.

The Misfortune of the Falkenburg Mariners

"THEY THAT GO DOWN TO THE SEA IN SHIPS, that do business in great waters; These see the works of the LORD, and his wonders in the deep. For he commandeth, and raiseth the stormy wind, which lifteth up the waves thereof. They mount up to the heaven, they go down again to the depths: their soul is melted because of trouble. They reel to and fro, and stagger like a drunken man, and are at their wits' end. Then they cry unto the LORD in their trouble, and he bringeth them out of their distresses. He maketh the storm a calm, so that the waves thereof are still. Then are they glad because they be quiet; so he bringeth them unto their desired haven."

Psalms, 107:23-30, KJV



*In Memory of the Captains, Sailors, Wives and Children
of the Falkenburgs Lost at Sea*

While misfortune and death at sea were common in this era, the Falkenburg family suffered more losses than most. Lea Blackman in her History of Little Egg

4-8 Solomon and Ann had two children named Samuel. Samuel L. Falkenburg was the first son of Solomon and Annie Lippincott Falkenburg. Born 25 NOV 1861, this Samuel died at the age of twelve. The other Samuel was my grandfather, born 24 DEC 1878.

Harbor Township makes the following often quoted remark about Captain Samuel Falkinburg.

“Captain Samuel Falkinburg (whose posterity reside in Egg Harbor) married Mary, daughter of Josiah Cranmer, of Cranmertown, Ocean county.... This unusually large family... have been unfortunate as to the manner of their deaths. The father and all of the sons were seamen, the majority of them being captains. The eldest son, Capt. John Falkinburg, many years ago, was shipwrecked and drowned at Cape Henlopen; Samuel Falkinburg, his brother, was lost in the schooner Greenberry Holsk; Lemuel Falkinburg was drowned in the harbor of New York; George died of the cholera on board of a vessel; Capt. Charles was drowned in the harbor of San Francisco, California; Fountain, the 2nd, was drowned in Chesapeake Bay. Two or three of the grandsons and some of the great-grandsons have met death in a like manner.” [4.14]

The detail of most of this family tragedy is lost in history. Chapter 5 is an account of the adventures of Captains Charles A. and Nelson H. Falkinburg, two other sons of Captain Samuel Falkinburg. Charles led the Connecticut Mining and Trading Company to the gold fields of California, and died of a tragic accident, drowning in San Francisco Bay. My great-grandfather Solomon, a grandson of Captain Samuel was washed overboard during an Atlantic Hurricane on a return trip to Haiti. The story of this tragedy is recounted in Chapter six, Brooklyn Roots.

Final Thoughts

The lives of our ancestors were impacted by the events that surrounded them. Solomon and Ann were married during the most turbulent period in American history—the American Civil War. For Solomon and the other Falkenburg mariners whose lives depended upon merchant trade along the eastern seaboard, the war had both moral and economic impact.

The issue of slavery plunged the nation into civil war. There was deep division on the issue of slavery from the very founding of the republic. At the time of the Constitutional Convention (1787) slaves were counted in every state with the exception of Massachusetts and the districts of Vermont and Maine [4.15]. While about

18% of the population nationwide was enslaved, in South Carolina the percentage was 43%. Slavery was the backbone upon which the south built its economy. Without slavery, this region would be plunged into deep economic distress. Even George Washington and Thomas Jefferson had considerable investments in slaves. Jefferson wrestled with his inability to run Monticello without the labor of his slaves. Washington knew that slavery was wrong, but retained slaves at Mount Vernon. In his will, Washington's prearranged the manumission of his slaves upon his death.



Slavery was a reality in the nation. How did the framers of the Constitution deal with the issue? There were three places in the new Constitution which addressed slavery. The first deals with the enumeration of the population. The legislative branch of government was divided into two houses: the Senate in which each state had equal representation, and the House in which representation would be proportionate to the population. States like South Carolina argued vehemently in favor of counting their slave population to establish representation, yet slaves were legally the property of their master. The compromise was that each slave would be counted as three-fifths of a person [4.16]. In Article 1, Section 9 of the U.S. Constitution, Congress is expressly prohibited from banning the importation of slaves before the year 1808 [4.17]. The Constitution also contained a Fugitive Slave Clause (Article IV Section 2) which stated that the laws of one state cannot excuse a person from "Service or Labour" in another state [4.18]. The Civil War was not something that began in the middle of the nineteenth century, but rather it had its roots in these compromises made by the framers of the Constitution. Without these compromises, there would be no new nation. Historians see the birth of the nation not as an event that occurred in 1776, but as a continuing series of events, and the Civil War was a part of this process. Why was the issue of slavery not addressed in 1808 as permitted by the Constitution? It took another fifty years for the burning embers to explode into a conflict that would rend the nation and set brother

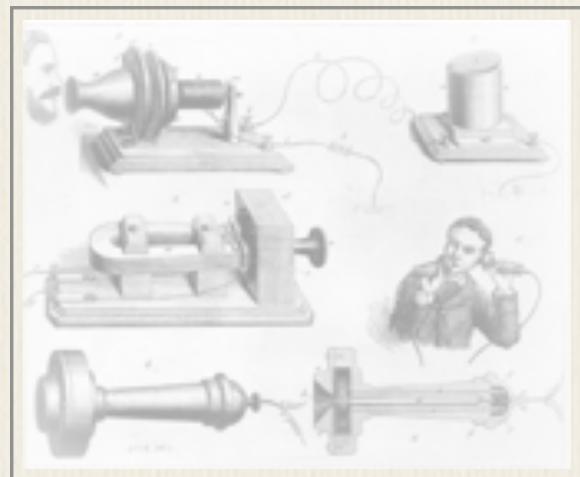
against brother in bloody conflict that would cost almost 700,000 American lives, more than all other wars from the Revolution to the present day.

The decade of the 1870s saw remarkable advance in science, medicine and technology. These discoveries and inventions began to revolutionize the American landscape and impact the lives of our ancestors.

1874 The *Remington typewriter* is introduced by E. Remington & Sons: The concept of the typewriter began in 1714 with a patent for a “writing machine” awarded to Henry Mill of England. Many inventors worked on a systems to impact written communication. Remington acquired sole rights to the Sholes typewriter for \$12,000 and began to commercialize this new product. The \$125 price of the new Remington typewriter was seen as unaffordable by most business firms, and the company sold only eight machines. [\[4.19\]](#)



1876 *Alexander Graham Bell* invents the telephone: Alexander Graham Bell was born in Edinburgh, Scotland. He first emigrated to Ontario, Canada, and then to the United States, settling in Boston. On March 10, 1876, Bell successfully tested the first telephone, which he called his “electrical speech machine”. [\[4.20\]](#)



1877 *The Germ Theory of Disease*: Throughout the early history of our nation, epidemics of disease including cholera and small pox, ravaged big cities and small towns. Many believed that disease was caused by noxious vapors due to rotting vegetation or animal matter. There were claims that leading a moral life would protect individuals from disease. It was not until the experiments of Louis Pasteur in 1877, that the underlying root cause of disease was attributed to microorganisms, and the Germ Theory of disease. Using this new discovery, Joseph Lister initiated hygienic practice for surgeons before they conducted surgery.

1877 *Phonograph Invented by Thomas Edison*: While Benjamin Franklin is often called the father of electricity, it was Thomas Alva Edison, America’s greatest

inventor/scientist, who made practical application of what many thought was a novelty. Edison started with a machine he intended to record telegraphic messages using indentations on paper tape. It occurred to Edison, that he might be able to record messages from Bell's telephone. He modified his experiment to the use of a diaphragm attached to an embossing point which pressed against a moving paper coated with paraffin. Indentations in the paper recorded the vibration of the diaphragm. After several enhancements, Edison tested his machine by speaking the nursery rhyme "Mary had a little lamb" into the mouthpiece. The machine played his words back to him, opening a new era that would eventually bring recorded music and other entertainment into nearly every home in America. Thomas Edison applied for a patent for his phonograph on December 15, 1877. [\[4.21\]](#)

1879 Electric Light Invented: On December 28, 1879, the New York Times reported (with skepticism) a new invention by Thomas Edison--the electric light. EDISON'S ELECTRIC LIGHT; CONFLICTING STATEMENTS AS TO ITS UTILITY. THE INVENTOR SAYS HE HAS SUCCEEDED IN GETTING A CHEAP SUBSTITUTE FOR GAS-LIGHT [\[4.22\]](#)

The Story Behind the Story

For a few years I had the genealogy of my family listed incorrectly. One of the genealogical databases lists the father of Solomon Falkenburg (my great-grandfather) as Hezekiah Falkenburg who married Ann Nancy Lippincott. Indeed my great-grandmother was Ann Nancy Lippincott. Hezekiah had married Ann Nancy Rockhill, daughter of Solomon Rockhill and Sarah Burton. Hezekiah died 24 Aug 1836, just two years after the marriage, which does not align itself to birth of Solomon and his brother George. The lesson here is: just because you find an entry in a (generally reliable) database, realize that this data is collected by humans, who do make mistakes. I was eventually able to correctly identify my 2-greats grandfather by records kept in another branch of my family by Wilma Falkenburg, the wife of the great-grandson of our common ancestor George Harrison Falkenburg I.

Mary Cranmer Falkinburg Ancestor: Thomas Cranmer

Thomas Cranmer was the clerical leader of the English Reformation and the establishment of the Church of England. Thomas entered the priesthood after the death of his first wife, Joan. He was ordained in 1523, and continued at Cambridge to study for a Doctor of Divinity degree.

Serendipitously, Thomas Cranmer met several of the chief counsellors of Henry VIII, King of England. Conversation led to the issue of the King's desired annulment of his marriage to Catherine of Aragon. "Cranmer suggested that if the canonists and the universities should decide that her marriage with a deceased brother's widow was illegal, and if it were proved that Catherine had been married to Prince Arthur, her marriage to Henry could be declared null and void by the ordinary ecclesiastical courts. The necessity of an appeal to Rome was thus dispensed with, and this point was at once seen by the King, who, when Cranmer's opinion was reported to him, is said to have ordered him to be summoned in these terms: 'I will speak to him. Let him be sent for.... This man, I trow, has got the right sow by the ear' ". [4-23]



As a direct outcome of this encounter, Henry appointed Thomas Archdeacon of Taunton and one of the King's chaplains. Cranmer became central to initiating the English Reformation. He met with reformers in Germany and across Europe. At Nuremberg Thomas met Andreas Osiander (1498-1552). Osiander's niece, Margaret, infatuated Thomas, and in 1532 they were married. Shortly after his marriage, Thomas was nominated for the position of Archbishop of Canterbury. The official break with Rome was created by the Act of Supremacy (1532 - 1534) which declared that "Henry was the Supreme Head on earth of the Church of England". Thomas Cranmer's reformation of the English Church exposed him to bitter hostility. Upon the death of Henry VIII, ten year old Edward VI became king. Under Edward's reign Cranmer completed the revision and codification of canon law. Reformation of the liturgical practice of the English Church was embodied in The Book of Common Prayer (1549) written in the people's language. Edward VI reigned for six years. As Edward (age 16) lay on his deathbed, he opposed the succession of his Catholic half-sister Mary to the throne

of England. He devised that the crown should go to Lady Jane Grey, a great-granddaughter of Henry VII and Edward's first cousin, once removed.

Upon Edwards death, his advisors appointed Lady Jane Queen of England. A battle royal ensued with Catholic and Protestants engaging in armed conflict. Edward's Privy Council decided they had made a mistake and after her nine-day rule Lady Jane was deposed and Mary was named Queen. In typical style of the English monarchs, this disruption led to beheadings, including Lady Jane Grey (age 17). Mary I (Bloody Mary) issued a proclamation that she would not compel any of her subjects to follow her religion, but she ordered leading Protestant churchmen including Thomas Cranmer, Archbishop of Canterbury imprisoned in the Tower of London. In November 1553, Cranmer and was tried and found guilty of treason and was condemned to death.

Determined to make an example of Cranmer, Queen Mary had the Archbishop charged with heresy. In his trial (held under the auspices of the pope) Cranmer admitted to each of the indictments, but denied any heresy. In December, Rome removed Cranmer's authority as Archbishop and gave permission to secular authorities for sentencing. Tradition permitted that a heretic who recanted his beliefs and actions could be pardoned. Cranmer wrote five recantations of belief and in the final one he repudiated all Lutheran and Zwinglian theology, and accepted papal supremacy. The defrocked archbishop was to deliver a final apology for his errors at University Church of St. Mary the Virgin in Oxford. Deviating from his written apology, Cranmer "renounced the recantations that he had written or signed with his own hand since his degradation, and as such he stated his hand would be punished by being burnt first. He then said, "And as for the pope, I refuse him, as Christ's enemy, and Antichrist with all his false doctrine." He was pulled from the pulpit and taken to where [the other reformers] had been burnt six months before. As the flames drew around him, he fulfilled his promise by placing his right hand into the heart of the fire while saying 'that unworthy hand' and his dying words were, 'Lord Jesus, receive my spirit... I see the heavens open and Jesus standing at the right hand of God.' "[\[4.24\]](#)

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- [4.15] Note: Maine and Vermont were not independent colonies. Vermont was contested between New York and New Hampshire, and Maine was a part of the Massachusetts Colony. U.S. *Constitution OnLine*
- [4.16] The United States Constitution: *Article 1, Section 2*
- [4.17] Note: the word slave is not used here, but this article deals with the issue of Congress banning the importation of slaves. The United States Constitution: *Article 1, Section 9*
- [4.18] Again, the word slave is not used, but that is the intent of Article 4, Section 2. The United States Constitution: Article 4, Section 2
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