



Buena Vista township
1867 44 miles of opportunity Centennial 1967

Buena Vista TOWNSHIP

1867 1967

Centennial

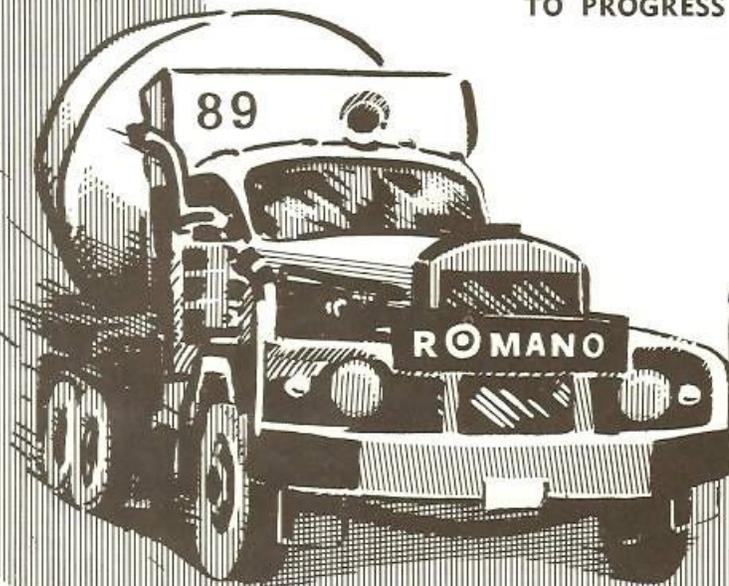
Buena Vista Township

on Its Centennial Celebration



LORENZO ROMANO, Founder
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BIRTH OF THE TOWNSHIP

On March 5, 1867, a new township was created when the state legislature passed a resolution setting off 31,303 acres from Hamilton Township to form the municipality of Buena Vista Township. The area consisted of: all of the land south of Hammonton and west of a line extending from Seventieth Street down to its junction with Deep Run, then running just east of Richland and Milmay, to the Weymouth Township line, which included the communities of Buena, Landisville, Minotola, Richland, Pancoast, Milmay, Wheat Road, Newtonville, Cedar Lake and Doughty's.

Seventy-seven residents attended the first election conducted on March 13 at the Hotel of William Veal. The voters chose a committee of five, consisting of William Veal, Daniel Brownson, Benajah Downs, John Morris Jr., and George Reick, to govern the township. The amount to be raised by taxes was set at \$1000 for township purposes and \$2.00 per scholar for school purposes.

The first meeting of the newly elected township committee was conducted on March 21 at the Hotel of William Veal. David Brownson was selected by the committeemen as their chairman. Also at the meeting, the following bonds were fixed: collector, \$12,000, constable, \$500 and township superintendent, \$6,000, and the other municipal employees were sworn in.

During the first year, necessary details were worked out.

The committeemen from Buena Vista and Hamilton Township met in several joint sessions at the Hotel of John Champion in Mays Landing during the following two months. A. L. Iszard was selected to preside over the meetings which were taken up with fixing the value of properties

within the two townships and setting the debts of both municipalities.

By May 22, all background information was gathered and the groups agreed on both matters on that date, fixing the total evaluation of both townships at \$713,469 based on the 1866 amount of duplicate and establishing a total indebtedness of \$5,233.78 owed by both groups.

Of the \$713,469, Buena Vista Township was assessed at \$265,824, leaving Hamilton Township's evaluation at \$447,645.

Buena Vista's share of the \$5,233.78 debts was agreed to be \$1950 leaving \$3283.78 to be assumed by Hamilton Township. This figure raised to \$2049.70 by bills divided during the meeting, was paid to Hamilton in three equal installments, the first of which was paid during that same evening.

On June 1st, 1867, the Buena Vista Township Committee met to fix the salaries of municipal employees. Salary for committeeman was set at \$2.00 per meeting day.

BUENA VISTA

The Spanish name of Buena Vista, meaning "good vision", was originally introduced to this area after the Mexican War by George B. Cake Sr. who purchased the old hotel at Buena in 1848 and called it by that name.

In 1867 the name was picked up in the naming of the Township.

The town which grew around the old stage coach stop adopted the name and carried it until the turn of the century when it was discovered that another town in the state had the same name. The Vista portion was then dropped and the town went by the name Buena.

VEAL'S TAVERN

Because of its location, Veal's Tavern, originally Campbell's Tavern, served as one of the stops on the old stage coach route as well as meeting hall and voting place. The hotel, which dates back to revolutionary times, was originally located at the northwesterly portion of the Buena intersection where roads from Millville, Bridgeton, Tuckahoe, Mays Landing, Woodbury and Berlin all converged.



THE FIRST NATIONAL BANK OF MINOTOLA

MINOTOLA, NEW JERSEY

1913—1967

A Member of the Federal Reserve Bank & Federal Deposit Insurance Corp.

YOUR ACCOUNT INSURED UP TO \$15,000.00



ORIGINAL BANK BUILDING

As it appeared on Central Avenue, Minotola, New Jersey in 1913. Building has been remodeled several times during growth OF DEPOSITS.

September 9, 1913

Total Deposits
\$5,019.92

June 8, 1967

Total Deposits
\$8,475,652.05

TOTAL ASSETS NOW OVER 9 MILLION

Growth necessitated more accommodations to our people in Buena Vista Township and neighboring Communities by building

OUR BRANCH OFFICE

AT LANDIS AVENUE AND UNION ROAD



OFFICERS AND DIRECTORS OF THE FIRST NATIONAL BANK OF MINOTOLA

OFFICERS

Michael Capizola, President
John B. Morello, Vice President
Rose P. Dondero, Cashier
Conie Gallo, Asst. Cashier
Angelo J. Capizola, Asst. Cashier
& Branch Manager

DIRECTORS

Michael Capizola
John B. Morello
Daniel Pantaleo
George J. Karibjanian
Conie Gallo
Michael D. Capizola

Extend their heartiest congratulations to the People of Buena Vista Township

ON THEIR ONE HUNDREDTH ANNIVERSARY 1867 - 1967

The First National Bank of Minotola is proud to have had a part in the growth and progress of BUENA VISTA TOWNSHIP

BUENA VISTA TOWNSHIP COMMITTEE



CHARLES E. HALLIWELL
(Standing Left)

Charles E. Halliwell, currently serving his third year as Township Committeeman, is a former County Investigator for the Atlantic County Prosecutors Office and one year member of the Buena Regional School Board. Now an investigator for the New Jersey Sales Tax Bureau, Halliwell is a veteran U.S.M.C. Married, he lives in Collings Lakes with his wife, Claire, and mother Anna. Halliwell is also a member of the Moose and the American Legion.

FRED MUZZARELLI
(Standing Right)

A salesman for Levari Oil Company, Fred Muzzarelli is a two year member of the Township Committee. He served as Township Treasurer for eight years and is currently a member of the American Legion. Married, Muzzarelli resides with wife Cesira on East Oak Road, Vineland and has a daughter, now Mrs. Linda Sikking.

MAYOR JOHN KROKOS
(Centered)

Mayor John Krokos, an eight year member of the Township Committee, has served as mayor for six years and currently holds office on the Planning Board, and the Department of Health. A past president of the Atlantic County Association of Township Officials and the State Chicks Association, he also served as president of the County Agricultural Board and chairman of the Poultry Committee on that board. He was also a member of the Farmers Home Administration and is presently a member of the Milmay Volunteer Fire Company. A poultry farmer by occupation, Mayor Krokos resides with his wife, Grace, and son, John and has a married daughter, Mrs. Judith Newell.

ALFRED ALIMENTI
(Seated Left)

Presently serving his third term as Township Committeeman, Alfred Alimenti is also a member of the Planning Board, member and past chairman of the Welfare Board, and member of the Board of Health. He is a member and former treasurer of the Richland Volunteer Fire Company. A poultry farmer, Alimenti has two farms, one located at the intersection of Oak and Union Roads and the other in Richland. He is married and resides in the East Vineland section of the township with his wife, Anita, and son, Raymond.

HENRY LEVARI
(Seated Right)

A native of Richland, Henry Levari, Sr. has held office as Township Committeeman since 1966. He is presently serving his third term as a member of the Buena Regional School Board. Levari was formerly an eight year member of the Atlantic County Board of Agriculture and a four year member of the Atlantic County Soil Conservation Commission. He is a two year member of the Township Planning Board. He lives in Richland with his wife, Margaret and three children, Henry, Jr., 19, James, 15, and Judy, 11.

BEST WISHES FROM THE

Mayor and Council

OF THE

CITY OF VINELAND

MAYOR HENRY A. GARTON, JR.

COUNCILMEN DEWEY POGUST, SI SOLAZZO, PETER MAGUIRE,

LEWIS DeMARCO, T. SPENCER SLAW

CONGRATULATIONS TO BUENA VISTA TOWNSHIP

FROM THE CITY OF MILLVILLE

Mayor - William E. Shaw

Council - Frank S. Hoffman, Saul J. Polkowitz

Paul R. Porreca, Steve Romanik

BUENA VISTA YESTERYEAR

STAGE COACH ROUTES

In the latter half of the eighteenth century, when the stage coach route cut through the dense woodlands from Philadelphia to Cape May to bring this area its earliest form of distant travel, there was only thickly wooded areas covered with swamplands.

Two stops were established in this, an ideal habitat for bears, wolves, panthers and wildcats, but the land looked menacing toward civilization. One was Campbell's Tavern, built in 17779 by John Campbell, and the other Doughty's Tavern probably built around the same time.

Campbell's Tavern, originally located at the northwesterly portion of the Buena intersection where roads from Millville, Bridgeton, Tuckahoe, Mays Landing, Woodbury and Berlin converge, was set up as a relay house for the stage lines on Tuckahoe Road and Maule's Bridge Road, now Wheat Road.

Here the drivers exchanged their tired teams for fresh horses and the weary passengers had a chance to rest from their long tiresome journey.

Like Campbell's Tavern, Doughty's Tavern, located farther down Tuckahoe Road at its intersection with Millville Road, consisted of a saloon and an inn and became the center of all social activity as a community grew up around it.

Another stage route cut through the Newtonville area. The road, known as Long-A-Coming, started at the Egg Harbor River and ran a short distance to Haddonfield. The route was established along an old Indian trail.

BUENA

Propably the first settlement in the township, the Buena area was developed around the old stage coach stop known as Campbell's Tavern. The area was known as Campbella and later Buena Vista. In 1932, however, the Vista portion was dropped because there was another town in the state with the same name.

Of the first settlers, the more prominent residents were the Cake, Wray and Campbell families.

The first store in the town, Cake's General Store was for many years the only store for miles and accommodated the post office as well.

PANCOAST MILLS

Settled around a pond, the area known as Pancoast Mills was *discovered* by Ambrose Pancoast in the seventeen ninety's.

When Pancoast first came to the area, which

lies adjacent to Richland, he found it provided excellent resources for establishing a sawmill. With this in mind, he proceeded to dam up the stream known as Deep Run to form the body of water now called Pancoast Mills Pond.

With his source of power thus provided, Pancoast built a sawmill which continued to prosper for over a hundred years.

Knowing that only large logs would be profitable to saw for lumber, Pancoast decided to burn the smaller ones for charcoal. Thus he established a charcoal business which brought customers from as far as Philadelphia.

There were no railroads in the area at that time so the charcoal was hauled to the far away places by a six-mule team.

After a while a few more families took up residence in the area and a small settlement grew up around the mill. Through the years, however, the settlement has never expanded more than a couple of miles and has been confined predominantly to decendants or associates of the Pancoast family.

About 1913, a new steam mill was built and the other mill was used only occasionally for several years until a storm washed away its foundation and it was never rebuilt.

DOWNSTOWN

Late in the eighteenth century, Aquilla Down purchased 3000 acres in the heart of the forest.

Here he built a house and a barn of hewn timber and settled his homestead. He made his living by growing cranberries.

This was the beginning of Downtown, the



Pancoast House at Pancoast Mills — Probably the oldest house in the township. The Pancoast House dates back to the eighteenth century.



STEADY GROWTH . . . MEANS OPPORTUNITY FOR YOU:

Dougherty Brothers Company in Buena, manufactures glass and plastic products for the pharmaceutical industry. Our Company has been growing every year. This year alone our sales are up 25%. To meet the demand for an increasing number of new products, the Company requires additional skilled, industrious personnel. Our facilities are clean and modern, and the Dougherty Brothers Company growth has created many new jobs resulting in increased earnings and excellent job security.



OFFERS:

1. Federal and State Approved Training Program.
2. Health Insurance — Blue Cross and Blue Shield.
3. Steady 52 Week Employment.
4. 8 Holiday Days — Progressive Vacation Plan.
5. High Starting Rates.
6. Educational Payment Plan.
7. Clean Working Conditions.

Positions now available:

Machinists — Toolmakers
Machine Mechanics
Plastic Molding — Injection and Blow
Glass Operators
Machine Set-Up
Production Trainees

Let's Look at a Few case histories of present employees:

#1. P.D. started in the machine shop in August, 1960, as a Maintenance Helper. Today he is a Machinist-Mechanic earning a minimum of \$50.00 more per week.

#2. D.K. started in the Plastics Department five years ago as a Machine Helper. Advancing through Machine Operator to a Set-Up Man, he is now earning \$1.04 more in his basic hourly rate plus increased earnings from overtime.

#3. J.F. came with D.B. as a Glass Trainee in August, 1962. He has advanced to a Glass Set-Up Man and has increased his gross income more than \$2500. annually. These histories show that D.B. employees are progressing with a growing company.

If you are interested in tomorrow, see us today:



Pine Avenue, Buena, New Jersey

"An Equal Opportunity Employer"



1873 — FIRST AUTOMOBILE, EAST VINELAND

small hamlet which grew up around the homestead.

CEDAR LAKE

Sometime around or before 1857, James D. Woodruff came from Philadelphia and settled in what later became known as Cedar Lake.

Here he built a saw mill and dammed up a small body of water to make a lake.

E. B. Fuller was President of the Cedar Lake Cranberry Company which was composed of ten members and organized around the year 1860. After draining the lake, the company planted several cranberry bogs encompassing 100 acres in all.

With plans to open the tract for settlement, a charter was obtained but the project fell through and nothing has ever developed since.

EAST VINELAND

Before Charles K. Landis purchased the Vineland tract, several immigrants came from the old country to settle their homesteads in what is now the East Vineland section of Buena Vista Township.

Of the more prominent names, the oldest residents were the Armstrong, Laferty and Phifer families.

Because there was no place from which to purchase food or household supplies, these pioneer residents had to be self sufficient. Families such as these would grow what they could and get the rest the best way they knew how. The land was thick with woods and covered with swampland so it required months of cumbersome

clearing to put the land in shape for planting a crop.

For years no one was attracted to the desolate area with the sole exception of one other farmer who settled several miles away in a section called New Italy. But with the settling of Vineland, other farmers came to the area and it became established as a farming community.

By 1900, a small schoolhouse had already been long established. But, shortly thereafter a new one took its place.

LANDISVILLE

In the 1860's, not long after the Vineland Railway was extended to connect with the New Jersey Southern Railway, Charles K. Landis established the small town which became known as Landisville in his honor.

Hoping that the town would develop much like Vineland, Landis had the land surveyed by Marcus Fry.

A local resident, Domenic Martinelli helped Landis plan the town and sell the plots.

The first residents were Mrs Chittendon, and Mr. and Mrs. Ditman.

The brick building erected by Mrs. Chittendon became the heart of the town. Located here was the post office, railroad station and the store.

Landisville grew very slowly until the turn of the century when it began to prosper.

NEWTONVILLE

The area that comprises Newtonville was known to exist as far back as 1879. The oldest existing deed described the land as Weymouth Farm and Agricultural Company.

Located on Sixth Road, the Wills Homestead was the first house to be erected in the town.

A man named Carlyle who worked with Charles K. Landis planned to develop the community along the same lines as Landis developed Vineland, but the project never materialized and the area today remains the small rural district it was years ago.

MINOTOLA

The community of Jonas, now Minotola, was founded in 1895 by George Jonas.

Jonas bought acres of ground locally and established a sawmill with the intention of later starting a glass factory from the same location.

The mill operated successfully, cutting lumber which was used for building houses and, as

Buena Vista

COUNTRY CLUB



Championship

GOLF

COURSE

and

**country
club**

originally intended, Jonas converted the mill into a successful glass factory. At that time the factory turned out about \$25,000 worth of manufactured goods a year.

As business continued to increase the Central Railroad of New Jersey, the New Jersey Southern Railroad and the Pennsylvania Railroad installed tracks leading into the factory.

A town sprung up around the factory so Jonas opened a company store and the small town of Jonas became a company town, revolving around the glass factory.

The town was later renamed by his daughter who called it Minotola after an Indian princess.

On 1902, strikes by the workers exposing poor working conditions and child labor abuses hurt the operation, then doing a \$250,000 a year business. Continuing strikes and a series of changes in ownership followed and, by 1921, the company was boarded up and all company owned land sold for very low prices. The glass factory never reopened.

After the factory, the town continued to grow slowly and is today a prosperous community encompassing several square miles.

MILMAY AND RICHLAND

The Yost and Miller families were the original settlers in the Milmay area. Both families arrived around the same time and set up homesteads and small farms on the land. The community derived its name from its location — half-way between Millville and Mays Landing.

Richland was founded and named by Edward Randolph Wood, a prominent Philadelphia lawyer. He was one of the sons of Richard D. Wood of Millville, from whom Charles K. Landis purchased the Vineland tract.

Wood thought a lot of the area and planned to develop Richland much like Charles K. Landis developed Vineland.



NEW SCHOOL HOUSE IN MILMAY



WALDECK FARM IN MILMAY

Richland was originally called Daretown but the name was changed in 1881 or 1882 because another town in the state bore the same name.

Both Richland and Milmay remained dormant for years. It wasn't until the appearance of the railroad lines through the area that they began to blossom.

The railways provided the links with the outside world that these small communities needed in order to flourish.

Richland and Milmay were developed largely through the promotional efforts of real estate firms with large holdings in the areas.

Highly descriptive literature with glowing, widely exaggerated statements was published by the firms to draw people.

The real estate companies would bring in people from Philadelphia and New York to large land sales by paying the fares and providing free lunches and other attractions as a come on.

Once the spectators had been attracted to the sales, a central location was selected from which all land was sold.

A local resident, Mrs. Elizabeth McVaugh of Milmay recalls how one company in Richland set up a box in front of the Richland Hotel and proceeded to give a vivid description of the good points and many uses of each parcel of land, often swampland or densely wooded sections.

The Richland Improvement Company, incorporated in 1888, was largely instrumental in developing this town. Farm land here was sold at prices ranging from twenty to thirty dollars an acre and town lots from fifty to one hundred dollars for plots fifty by one hundred and fifty feet. One quarter of the amount was required as a down payment on the land.

Land in Milmay was sold for twenty to thirty dollars an acre with a five dollar down payment and the balance payable at one dollar a week per acre.

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SUMMER HOME OF
REV. JOSEPH TAYLOR

RICHLAND AND MILMAY (con't)

With the problems of transportation and communication solved, industry was less reluctant to come into the communities.

Now that a source of supplies was available, a factory, a mill, a hotel grew up. And then a farm was located on Waldeck Avenue as an experimental project. The farm was to test the location for growing tobacco and later after the tobacco failed, licorice. Milmay began to thrive on the influx of new people. Workers and managers were brought in from the South to manage the farm. New buildings were erected, a land office, quarters for the workers, a building to house the officers, a tobacco barn and a cafeteria which was also used as a social hall.

Many new residents were attracted to the area. The mansion of Rev. Joseph Taylor was built on the corner of Mays Landing and Tuckahoe Roads and later, after his wife died, the Harriet Taylor Baptist Church was erected across the road in her honor.

The old one room school was no longer sufficient to house all of the students, and a new two room school was constructed in 1913 to take the burden off the already overcrowded schoolhouse.

In Richland most of the land was owned by Wood and Charles W. Jones but now other industries began to work their way into the small town which previously had only the hotel, a rug factory, built by Wood, a small store and possibly a sawmill. The old rug factory burned down about 1911 but new businesses sprung up to take its place. Several small stores and a clothing factory now added to the commerce and now Richland was also becoming settled as the farming and poultry community it is today.

NEW KUBAN

About 1950, a number of White Russians came to the United States as displaced persons after the end of World War II. Here, Alex Corson of Buena Vista Township negotiated with the Township Committee for the purchase of land through tax sales for these people to settle. The locality which they settled was called New Kuban.

BUENA ACRES

In 1954 a housing development was started in a section close to Newtonville. The development, known as Buena Acres, consisted of approximately fifty dwellings. But despite plans for a larger settlement, it remains today the same size as originally started.

COLLINGS LAKES, LAKE ANN AND PINE LAKES ESTATES

The areas which now comprise Collings Lakes and Lake Ann are both part of the section formerly known as Cedar Lake.

About 15 years ago, the Collings Lakes Development Company from Boston bought the section known as the Collings Estate to build up by selling lots. The area, previously composed primarily of cranberry bogs, now includes a village of over 600 homes.

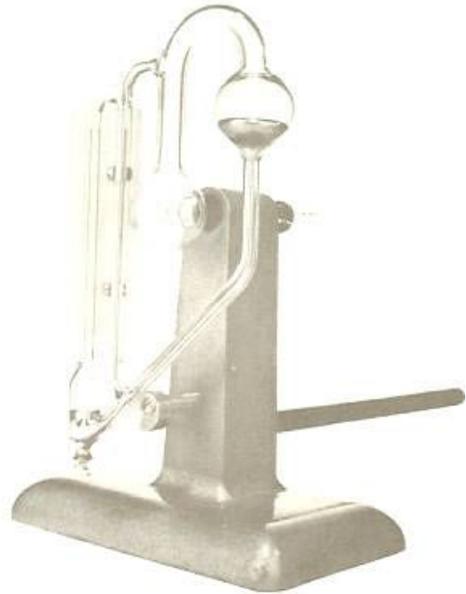
The areas of Lake Ann and Pine Lakes Estates were started in 1960 by the Atlantic City Development Company of which Sol Fiume is president. The company was set up as a land development company and is still principally engaged in developing the area by selling lots. Pine Lakes Estates is today an establishment containing approximately thirty-five homes.



RUSSIAN ORTHODOX CHURCH
AT NEW KUBAN BUILT IN 1966



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glassware*



RICHLAND *General Store*

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FIRE COMPANIES

EAST VINELAND NO. 1

About 1925 the house owned by the Traverso family was struck by a roaring fire. Neighboring farmers Dave Raffo, Jack Corsiglia, and Paul Corsiglia came with sprayers to help the Traverso family fight the flames.

After the flames subsided, the farmers decided they should form a volunteer fire company to protect their homes and families.

They organized with 33 members: Joseph Bernero, Paul Corsiglia, Anthony Corsiglia, Anthony Scagnelli, Joseph Canepa, Bart Luppi, John Molinelli, John Scagnelli, Gus Bernero, James Corsiglia, Frank Genovese, Bernaro Maruffi, Charles Cianciannlio, Frank Bracco, David Raffo, Charles Pagliughi, Emilio Molinelli, Frank K. Pagliughi, Frank P. Pagliughi, Andrew Rovegno, John Yost, Anthony Bylone, Luis Nardone, John Cassazza, Jr., Louis Pagliughi, Charles Drew, Michael Pagliughi, James Rovegno, Anthony Villa, Harry Hultz, Anthony Pagliughi, and Joseph Scagnelli.

Joseph Scagnelli was the first chief.

A Studebaker truck was their first piece of equipment.

The present fire chief is Leo Raffo. Only 12 of the original members are still living.

COLLINGS LAKES FIRE COMPANY

Established in February of 1964, the Collings Lakes Fire Company consisted of 25 members, all of which are still living.

Their first piece of equipment was a 1941 Autocar. The members are presently working out of their original building located on Cains Mill Road. Newest equipment includes an International truck.

Alexander Meloni serves as president and William Stork is fire chief.

COLLINGS LAKES AMBULANCE ASSOCIATION

Located at its original location on Beach Road, the Collings Lakes Ambulance Association now has twenty members. In 1958, when the organization was formed, it consisted of only five members. The original members, William Adams Sr., the first president, Alexander Florio, William Beamer, Florence Nagele and John Coulter are all still living.

NEWTONVILLE

The Newtonville Volunteer Fire Company was started in 1932. In 1934 the company was incorporated and chartered, listing as its members: Warren Huff, Harold Jones, Al Foster, Wallace Chamberlain, Morton Chamberlain, Earl Brown, and Jim Lehman.

The old firehall was located on Jackson Road, on a two-acre plot of ground donated by Albert Foster, Sr.

In 1964 the name was changed to Buena Vista District No. 3 Volunteer Fire Department because the company now served an area encompassing ten square miles. The company also moved to a 20 acre plot located on Route 54 the same year.

The first piece of equipment was a 1923 four cylinder Reo chemical pumper. Present equipment included a 1953 3,000 gallon tanker with a portable pump, a 1959

650 gallon pumper and 1965 FMC John Beam 1000 gallon high pressure pumper.

Of the original membership, only two men are known to be living, Warren Huff of Jackson Road, who now serves as President, and Harold Jones of Eleventh Street, an inactive member.

There are presently 25 members in the organization.

MILMAY

On April 13, 1943, the Milmay Volunteer Fire Company was incorporated with a membership of 24 men, consisting of: Placido Bucca, Merigo Brunozzi, Walter Kupetz, Daniel Ross, Dante Romanini, John Krokos, Edward McVaugh, William Frank, Leno Grossi, Leo Brunozzi, Edward Ballard, John Malano, Charles Yost, Charles Krokos, Joseph Bordeaux, John Mahoney, John Yost, Jacob Wherheit, Julius De Rosa, John Maletesta, Clement Peirotti, Joseph Bullock, Anthony Giacalone, and Harry Bullock.

Of the selected officers, Edward McVaugh was named President, and Clement Peirotti, chief.

Until the present building was constructed, the members conducted their meetings and housed their equipment in a garage owned by Michael Matwiow located across the road from the presently existing structure on Mays Landing Road.

The company now has a membership of 22 with Henry Frank serving as fire chief. Present equipment consists of a 1940 Chevrolet pumper truck, a 1963 GMC pump truck and a 1946 Chevrolet tank truck.

RICHLAND

On December 8, 1924, a group of civic minded citizens, disturbed with the threat fire had imposed on their community, organized to form the Richland Volunteer Fire Company No. 1 after a number of serious fires had swept through and damaged or totally destroyed several dwellings in the town.

The charter members were: Joseph Romanini, Martin S. Grace, Charles Allen, Sr., Charles Allen, Jr., George Langer, Sr., John Shear, William Frank, Paul Huber, Joseph Petrini, Sr., Frank Pendola, Henry Amici, Frank MacNeil, Albert Barsuglia, Peter Dalponte, Roy Downs, J. P. Spencer, Dave Maener, Joseph Carione, Eli Raimbault, Matthew Travaglia, Joseph Merighi, Frank Merighi and Tancred Romanini.

A two-wheel chemical wagon with iron wheels served as the first fire equipment. The fire apparatus was towed alternately by trucks belonging to Tancred Romanini and Henry Amici. It was stored in a garage behind the old Richland Hotel.

The first fire house, built in 1925 mostly with the help of the volunteer labor of the members, was located on Main Avenue on a plot donated by Joseph Romanini.

The members began adding improved equipment in 1925 and continued to do so through the pursuing years.

FIRST RECORDED BIRTH

The first recorded birth in Buena Vista Township was that of a child born to George and Mary Miller of Buena Vista in 1874. The child's name was George.

South Jersey CLOTHING CO.

ANGELO SPARAGNA, SR.

ANGELO SPARAGNA, JR.

FRANCIS SPARAGNA

CENTRAL AVENUE

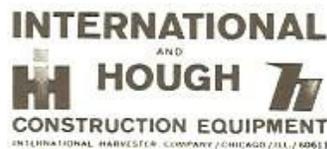
MINOTOLA, N. J.



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AREA CODE 215 - 643-2230



EDUCATION IN BUENA VISTA TOWNSHIP

In 1866, one year prior to the formation of Buena Vista Township, the Buena Vista School District was incorporated.

The oldest known schools in the district were the Oak Road, East Vineland and Wheat Road schools, none of which are standing today. All three existed prior to 1900.

In 1911, a total of 22 bonds were sold amounting to \$7,000 for the construction of three new schools at the existing locations, one at the intersection of Oak Road and Lincoln Avenue, one on East Landis Avenue and the other on Wheat Road. The schools were identical, each a two story school, containing one large classroom on each floor.

Fourteen more bonds, valued at \$7,000 were sold in 1915 for the construction of two new schools in Milmay and Richland. The original one room frame schools, constructed around 1900 became overcrowded by the influx of new residents to the towns caused by the appearance of the railroads.

The five-room school which now stands replaced the old Richland School, which was located on the corner of Main and Moody Avenues. The first teacher at the original school was a man named Gross.

In Milmay, the first school was located in a field just off the Tuckahoe Road at its intersection with Mays Landing Road. The present three-room school located on Millville Avenue was its replacement.

In 1916, forty bonds amounting to \$20,000 were sold for the construction of the nine-room school at Landisville, now known as the William B. Donini School.

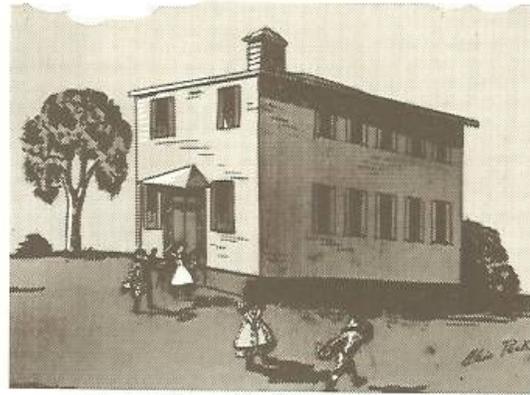
The ten-room Minotola School was constructed in 1916.

A one-room frame building was constructed in 1922 at Newtonville after the sale of \$20,000 worth of bonds. The following year, the old schoolhouse was sold for the sum of \$129.

The Dr. J. P. Cleary Junior High School, consisting of nine classrooms, an auditorium and a gymnasium, was erected in 1928 at a total cost of \$191,800. \$355,904 was spent in 1958 for an addition of eight more classrooms, a library and a cafeteria to the building.

In 1958, the Buena Vista Elementary School was built. The school, a ten room structure, including nine classrooms and a cafeteria cost \$296,220.

In the early part of the twentieth century schools also existed at Downtown, Buena and Folsom but Downtown and Buena Schools are no longer being used.



EAST VINELAND SCHOOL

GROWTH OF THE TOWNSHIP

The widely spread out area of Buena Vista Township has grown from a recorded population of 948 in 1870 to a population of 3915 listed in 1960.

In 1905 Buena Vista Township reported a population of 1646 which increased to 2723 by 1910 despite the loss of 232 residents with the incorporation of Folsom Borough in 1906.

A greater loss was felt in 1949, however, when Buena Borough was set off from the township, taking with it 2640 residents as shown in the 1950 census and reducing the township population to 2106.

The present population of Buena Vista Township is 4650.

POSTAL SERVICES

Our postal facilities were established as follows:

Sept. 25, 1871	Landisville	Elijah Winston
Oct. 20, 1884	Richland	William K. Herbert
June 15, 1889	Buena	Richard C. Cake
Aug. 7, 1897	Minotola	John H. Sims
Aug. 21, 1897	Milmay	Morton T. Sylvester
Feb. 8, 1904	Newtonville	Nettie Neucher

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WEST JERSEY STATION AT BUENA

RAILROADS

The communities of Milmay, Newtonville and Pancoast were settled along the Atlantic City Railroad. A subsidiary of the Pennsylvania Railroad, the West Jersey and Seashore Line ran through Minotola and Buena and crossed over the Atlantic City Railroad at Richland. Landisville was located along the Central Railroad of New Jersey.

The railroad was the most popular form of transportation because it was fast, comfortable and convenient.

During its prime, however, the railroad served as more than merely a source of transportation. Trains were the mainstay of communication. The U. S. Mail was carried to each location via the rail. Mail clerks employed by the government were placed at the stations to handle all incoming and outgoing mail. The post offices, telegraph stations and some of the earliest telephones were located within the station houses at the time.

The trains were, moreover, the center of small activity. In those days, local residents went to the post office several times a day. Here they would await the arrival of the train to get the mail and to see who was coming in on the trains.

Aside from the local taverns, there were no established places of entertainment then, so the excitement caused by the train arrivals brought the communities their main source of social activity.

Besides bringing in visitors to the area, the railroads also brought in a good deal of business to the small towns. Workers were brought in from other areas to work the mills and farms and goods were transported out to other locations throughout the country. A source of supplies was now readily available. And real estate firms became interested in the areas and brought in prospective buyers to attend land sales.

The increased activity in the small towns may be attributed to the advanced opportunities of communication and transportation afforded by the appearance of the rails.

As the automobile became more the rage, however, business on the railroads began to dwindle. It dwindled so in this area that in 1933, the Pennsylvania Railroad, parent company of the West Jersey Seashore Line and the Reading Railroad, parent company of the Atlantic City Railroad, merged to form the Pennsylvania Reading Seashore Line to help meet the rising expenses of the stations by cuttings on maintenance and employment, and of course, service.

After the merger, service on the West Jersey Railroad was stopped completely and tracks and station houses were removed by 1950.

The station houses and shelters on the Atlantic City Railroad were removed in later years but trains continue their regular runs through the township even today. The last station, located in Richland, was removed only recently, within the last three or four years.



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TOWNSHIP'S 100th ANNIVERSARY

FROM

MAYOR LOUIS FERRUCCI

BUENA BOROUGH

BEST WISHES FROM THE

Mayor and Council

OF THE

Town of Hammonton



WOOD ESTATE

RED OAKS

Not many South Jersey residents know of the existence of "Red Oaks," or of its interesting background.

The story of the old seminary came to light in 1932 after the reading of the will of Edward Randolph Wood, the Philadelphia lawyer who founded Richland, when it was discovered that the 25-acre tract was to go to Rutgers University upon the death of Mrs. Wood.

Located amid a grove of tall trees on Cedar Avenue, Richland, the large three-story structure was originally started as a seminary in 1886, but when few pupils were attracted to the desolate spot, it was converted by Wood into a summer home after a brief, unsuccessful attempt as an educational institution.

The mansion was made principally of stone brought from the Trenton quarry.

When originally built, it was thought that the seminary would grow so rapidly that an addition would be necessary. Therefore, three sides of the building were made of stone and the fourth was temporarily finished with wood siding to allow for expansion. The wood siding had remained in place until recently when it was veneer in brick.

According to the terms of Wood's will, the estate was to be used as a residential, social and educational center or home for the state university. The will allowed Mrs. Wood the option of selling the property but the money was to go to Rutgers upon her death. Later, however, a court ruled the bequest invalid since an addition to the will gave the widow the power to break the trust.

Edward was one of the four sons of Richard D. Wood of Millville, from whom Charles K. Landis bought the tract which later became Vine-land Landis Township.

The mansion is now being used as a faculty house for the priests residing at St. Augustine's Preparatory School.

FRIENDSHIP CHURCH

Undoubtedly the first church in the town-ship, The Friendship Methodist Episcopal Congregation was organized by Aguilla Down and Ambrose Pancoast in 1794. The congregation composed of woodsmen, loggers, and charcoal makers, had worship service in a building made of hewn oak timber, which also doubled as a school.

The church building which stands today, was erected in 1808 near the site of the original structure. It is located at the intersection on Weymouth and Friendship roads near Landisville. The land was presented to the congregation by its original owners for the sum of \$1.00.

Although the church has been transferred from one circuit to another, through the years, services have been held regularly.

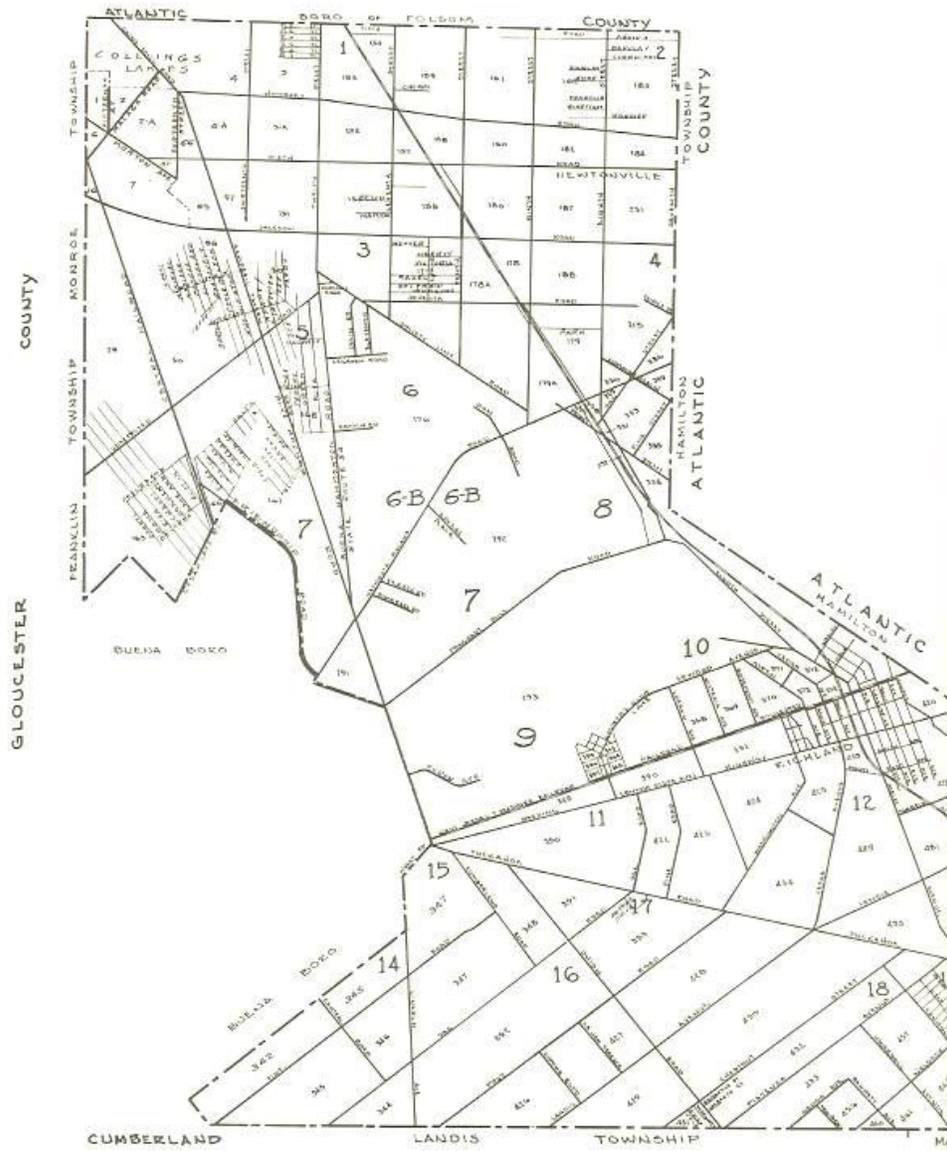
The congregation probably never consisting of more than forty, was first placed on the Gloucester Circuit. Rev. Richard Sneath was the first circuit riding preacher there.

John Smith, Joel Stewart, William Ackley, John Veal, Jr. George Smith, and Thomas Champion were listed as members of the board of trustees.

Electricity was not installed in the church until 1958.



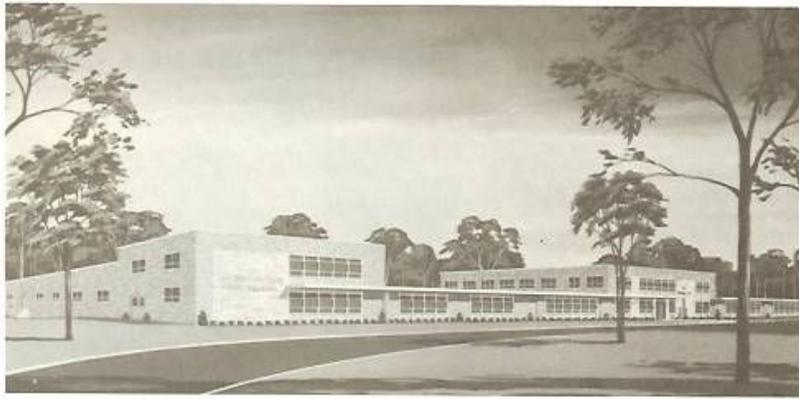
FRIENDSHIP CHURCH



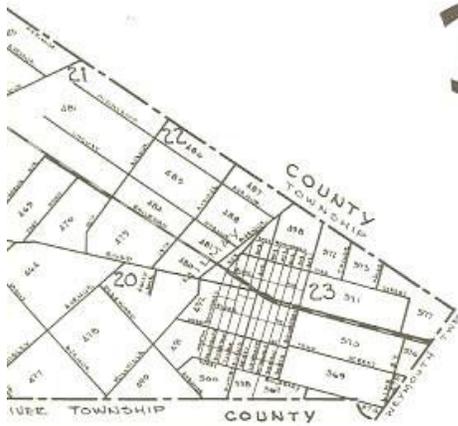
MILMAY STATION



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Map of
Buena Vista
township



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BUENA VISTA ELEMENTARY SCHOOL



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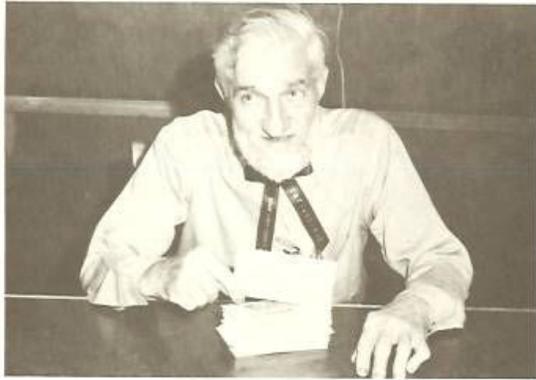
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BUENA VISTA TOWNSHIP

1967

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Fernando (Fred) Muzzarelli

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Auditor

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Engineer

John Adams

Treasurer

Archie F. Mazzoli

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Michael Debbi

Building Inspector

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Peter Micheletti

Tax Assessor

Cosmo Leone

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—Magistrate
Carl Frank—Court Clerk
Barbara McVaugh
—Violations Clerk

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Fernando Muzzarelli
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Paul Ambrose

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MISS BUENA VISTA TOWNSHIP: — Contestants are from left, Patty Villa, Barbara Molinelli, Susan Miller, Sandee Molinelli, Marye Jan Hensel, Rose Anne Villa and Marlene Belawsky.

THANK YOU

We wish to thank the many people who have supplied information and pictures to make this publication possible. We would also like to thank anyone who has helped to make this centennial a joyous and memorable occasion.

OUR APOLOGIES

Please accept our apologies for inaccuracies. We have tried to the best of our ability to make this publication as complete and accurate as possible, but if any inaccuracies do exist, we will endeavor to correct them by our Bi Centennial issue scheduled for publication in 2067.

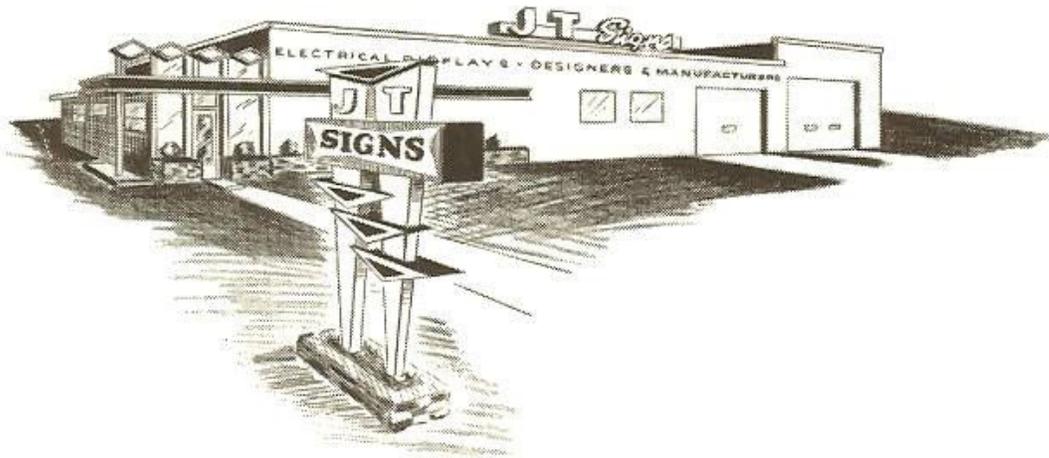
OUR PART IN BUENA VISTA TOWNSHIP'S CENTENNIAL

PUBLICITY

As this publication goes to press, we have already arranged for radio coverage and many pictures and write-ups in the area and out of town newspapers, including Philadelphia, and we have much more planned for the remaining six weeks.

HISTORY

Our Historian — sign designer, office manager has spent countless hours researching old records, interviewing people, reading reference books, etc. This was the hardest job of all.



ARTWORK

Our artwork includes the Centennial Book cover, advertising layout for many of the ads in this book, drawings for the book, and designs for:

- The Centennial Emblem
- Decals
- Glasses
- Belles & Brother of the Brush Badges
- Certificates
- Stationary, etc.

CO-ORDINATION

We helped to instigate and co-ordinate many of the Centennial activities, including the Art Exhibit. We have taken an active part in the activities of the Brothers of the Brush and Centennial Belles groups and have taken a number of pictures, many of which will be used in the Centennial Book. And, of course, we have also done all of the editorial work on the book.





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