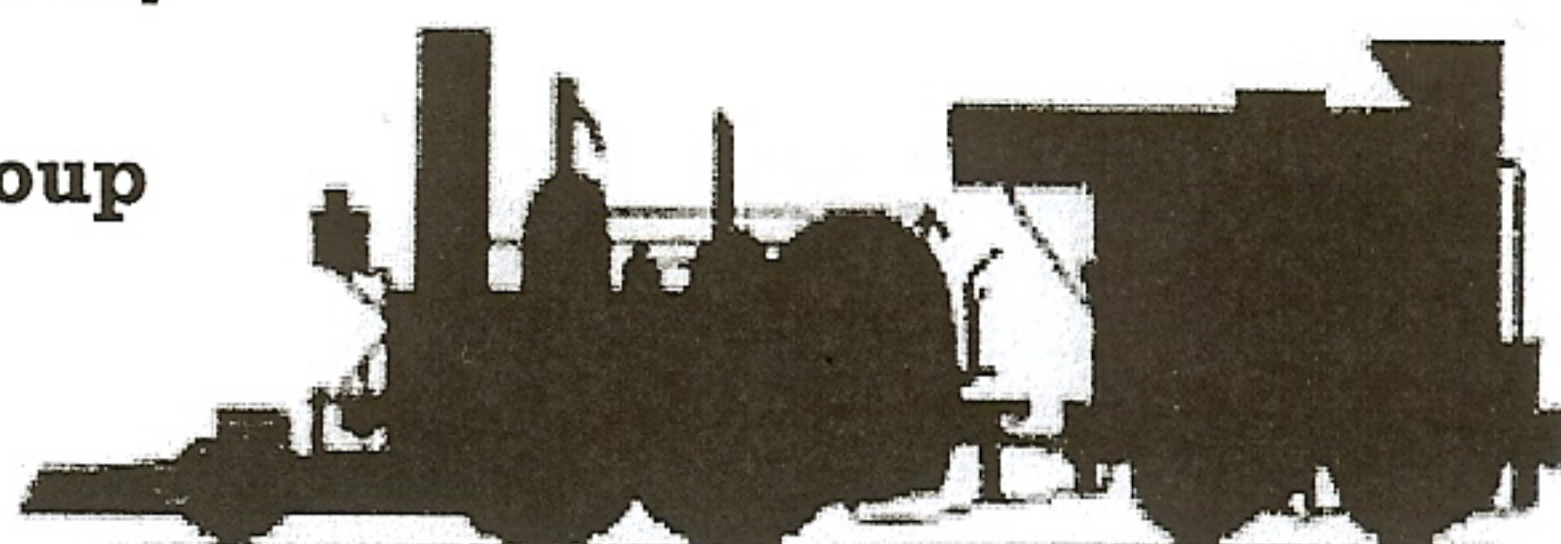
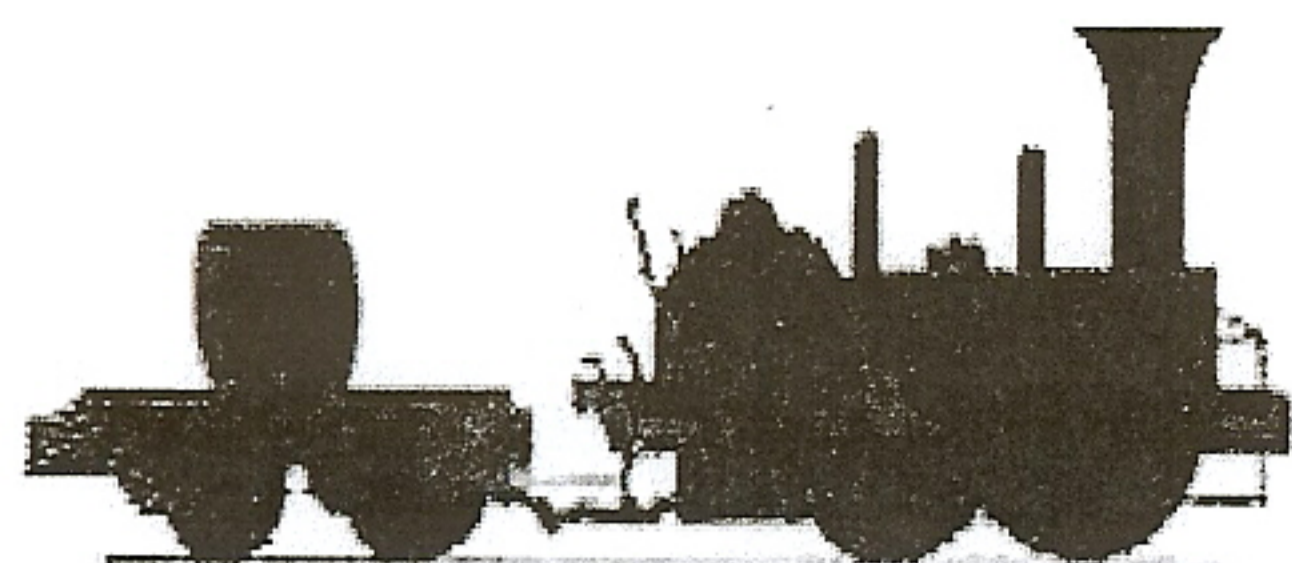


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THE **John Bull** ETIN

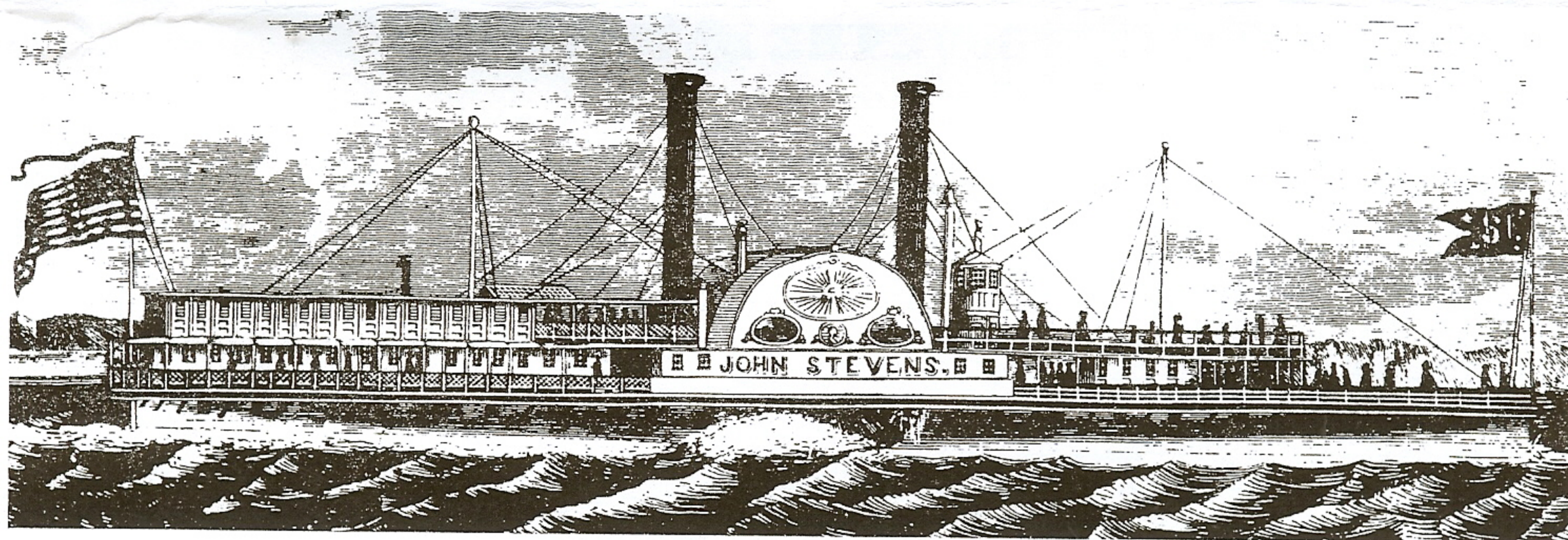
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The Nautical Steam Fleet of the Camden & Amboy

While much of the histories of the Camden & Amboy Railroad and the Stevens family centers around the development of the steam engine and construction of the rail line, the geographical limitation of the land lines reminds us the rail line didn't reach the major C&A end points for another 30 years after the debut of service in 1832. The Ste-

vens" as a source (authored by Edward O. Clark and printed in a mid-1980's copy of the Steamship Historical Society's Steamboat Bill, we now know that a Supreme Court decision in 1824 collapsed the Fulton-Livingston ship-building monopoly. A rush to built boats followed; the Stevens family was already involved in steamboat experimenta-



(Above) This large woodcut of JOHN STEVENS by W.H. Browns was used to illustrate the article on the STEVENS which appeared in The Journal of the Franklin Institute, Philadelphia, in the issue dated January 1846, and is one of the few existing contemporary illustrations of the steamboat—courtesy of The Journal of the Franklin Institute.

vens family connected the rail lines terminal with New York and Camden with steamboats constructed and operated under the Camden & Amboy pennant. The pride of the fleet was the "John Stevens" which was built in 1844 and lasted until 1904.

Using the article "Pioneer Steamboat John Ste-

tion and joined the rush to build vessels. They quickly became an acknowledged leader, both in quality and quantity. Building on both the Hudson and Delaware Rivers, Stevens shipyards turned out three paddle boats (NEW PHILADELPHIA, ALBANY, TRENTON) beginning in 1825, the Trenton to cover service on the Delaware, the others Hud-

(Continued on page 7)