



The Description of the Province of VVEST-JERSEY In AMERICA.

As also,

PARTS OF such as desire to have any Proprietary therein.

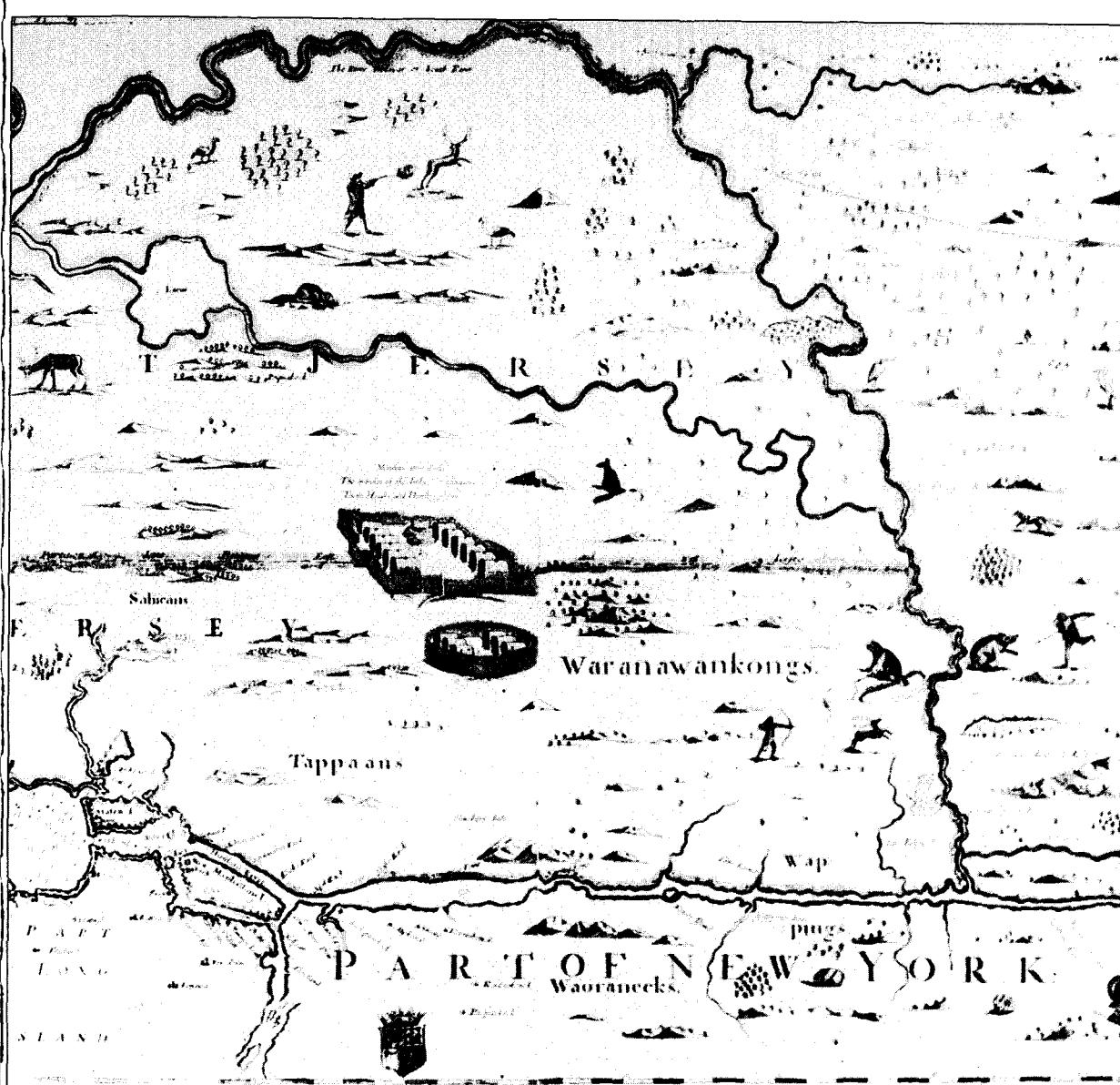
THIS Tract of Land, bounded with two Navigable Rivers, i.e. On the East side with *Hudson's River*, on the West side with the Bay and River of *Delaware*, and is bounded on the North from the Head of the said River of *Delaware*, with a pretty considerable River or River, spittin out over the Country unto *Aquackonck's River* abovesaid, as the best Geographer can meet withal. So farre it's very probable the said Country is almost, if not altogether, an entire Island. The which was by Letters Patent under the Great Seal of England (among other grants) granted by the King to Sir Duke of York in the Year 1664. The Duke is the same Year grants

and Number Land, and such Admits. And for the same to be held in Fealty, distinct and the other Lesther County, or half part, and which according to the said Patent made a short land, the name of the said Part of *East Jersey*, and is in the possession of the said Sir George Carteret, to be held in Fealty distinct and apart from the said Province of *West Jersey*.

The Division, or Partition of the said Province of *West Jersey* is as follows, i.e. From Place, called *Little Egg Harbor*, lying on the South Sea, by a straight line leading thence North through the middle of the Province to the Head, or most Northern Branch of South or *Delaware* River (the most Northern Branch of the said Province Northward) and so running, and is bounded Southward, from the head of the said River, downwar, and with the same, unto the mouth of the called *Delawars Bay*. And from thence extending Eastward all along the Sea Coasts to the East point of *Little Egg Harbor* aforesaid, as is more aptly described by this Map, and Description with Sir George Carteret.

For the Temperature of the Air, Fertility of the Soil, and Delightful Situation of the said Province, has been much had already by severall Writers and Travellers; (confirmed by many Men of Gravity, who have been lately therin, and travelled through a great part of the Country.)

"A Mapp of New Jersey in America" by John Seller and William Fisher (London, 1677; engraved, colored, 42.5-by-92.2 cm, in 3 sections). The map was a device used to attract potential settlers and investors in the "New-Caesarea or New-Jersey" colony. Notice the



In the next place, it's plentifully supplied with lovely Springs, Inland Rivers, and Rivuletts; in which are great store, and various sort of very good Fish, and Water Fowl, much bigger, fatter, and better food, than the same kinds are generally in England.

The Trees of the Country, for the most part, are Large Oak, Chestnut, Walnut, Mulberry, Ash, Elm, Fir, &c. with multitude of small trees twining about them; and upon the Mall, and Firs, whereto, the Deer, Sow, Hinde, Fox, &c. and other Land-Fowl do feed; which make the Fallow, Park, Turkey, and Fowl extraordinaire, Fair and Good; all of which this Province affords in great Plenty, and also very much bigger than the same kinds in England. The Timber and Wood is the greatest Incumbrance of this Country, which may be easilie destroyed in time, with vail Advantage; there being much in Store; as also good Convenientnes to make Ships. However, at present there are great quantities of open Ground by Nature, as well fit for Arable, as Meadow, and Pastorage for Sheep, Cows, Oxen and Horses; which are likewise affimed to be as large and good as the English. In short, there's nothing wanting that can reasonably be desired (by sensible Industrie) for the Delight and Substance of Man. But that which makes it peculiar, is the many good Harbours for Shipping, both on the Sea-Coasts, and upon the said South, or Delaware River. The which defends by the West side of the Province, as aforesaid, to the Mouth of Delaware, and the Currituck Neare, and about two hundred miles, in which are three hundred of Bays,

illustrations of Native American life in the 1600s. Also, note the original orientation of the map, with north pointing to the right—the way a ship would encounter land after sailing across the Atlantic.