

**LINKING UP THE LANDSCAPE
MUSCONETCONG WATERSHED VISITOR
READINESS STUDY AND INTERPRETIVE PLAN**

VOLUME 2: APPENDICES A-D

Prepared for:

**The Musconetcong Watershed Association
10 Maple Avenue
Asbury, New Jersey**

With funding from:

**New Jersey Historic Trust
Delaware Watershed Conservation Fund**

Prepared by:

**Rachel Craft (M.A.), Public Historian
Joshua DiPrima (M.A.), Public Historian
Patrick Harshbarger (M.A., M.P.A.), Principal Historian
James S. Lee III (M.A.), Principal Archaeologist**

and

Dorothy White Hartman (M.A.), Public History Consultant

JANUARY 2024

MANAGEMENT SUMMARY

This planning document presents data, evaluations and recommendations related to visitor readiness and interpretive planning for the Musconetcong Watershed and the Musconetcong Wild and Scenic River. The planning document adopts a wholistic perspective on the geographic study area and considers how a variety of environmental, recreational and historical organizations, many of which are small and have limited resources, can work together and partner toward creating memorable, educational and enjoyable visitor experiences. Foremost, the recommendations strive for a balance between public appreciation and a respect for protecting and valuing the watershed's remarkable water, land and historical resources.

Chapter 1 of the report is an introduction to the project background. It also establishes definitions for visitor readiness and interpretation used throughout the document. Users of this report are asked to accept interpretive planning as a process grounded in making the watershed's resources relevant and meaningful to visitors. Interpretation is differentiated from tourism and economic development, although all three are related. Chapter 2 describes the partners and stakeholders in this planning effort, which has been led by the Musconetcong Watershed Association and had significant participation from federal, state, county, municipal and non-profit partners.

Chapter 3 forms a pivotal chapter in the planning document. It offers a narrative, chronological overview of the Musconetcong Watershed's history. This chapter begins with a solemn acknowledgment of the watershed's Native Peoples and ancestral lands. It then flows through a series of contexts through which to view the ever-present significance of the Musconetcong River. It is observed that its waters have been placed into various industrial, agricultural and recreational uses over the past 300 years.

Chapter 4 is an assessment of visitor readiness. It identifies seven organizations in the watershed that are currently offering programs related to the mission of protecting and appreciating natural and cultural resources. Observations are offered regarding organizational missions and programs, as well as positioning to enter into interpretive partnerships. A somewhat larger net is cast over parks, preserves, historic districts and trails as key resources for interpretation. These are places that tend to attract the largest numbers of visitors, many of whom are seeking out recreational opportunities but currently receiving very little in the way of basic interpretation.

The final three chapters move into a series of concrete recommendations for the MWA and its partners. Chapter 5 presents four themes that can serve as an intellectual framework for linking up programs and landscape. This is the "Linking Up the Landscape" that needs to take place in visitors' minds and experiences. The themes are deceptively simple – On the Water, On the Land, Heritage Deep and Strong, and Working in Partnership. Theme-based interpretation is used in all of the National Park Service units. The idea behind it is that visitors need universal themes that free them to feel comfortable in applying their own experiences and meaning to what they are experiencing, even when it may be very unfamiliar. At the end of the experience, this is what makes a visit memorable and personal, rather than just information for its own sake.

MANAGEMENT SUMMARY (CONTINUED)

Chapter 6 offers specific recommendations for new interpretive programs and refinements to existing programs. The first set of recommendations apply to the MWA. A new Musconetcong Watershed Visitors Center at the Asbury Mill is recommended with specific criteria and goals for exhibit development. Other recommendations include completion of the unigrid brochure and GIS StoryMap projects, an inventory of wayside interpretive signs and priority list of upgrades, and a review of existing programs for thematic relevancy. Of these recommendations, the exhibit is the biggest lift. It is likely to absorb significant organizational resources and require ambitious fundraising. Schedule, cost projections and measures of progress are provided in Chapter 7.

Interpretive partnerships form the second set of recommendations in Chapter 6. These recommendations are for all of the organizations actively interpreting resources in the watershed or having the potential to support interpretation through funding and promotion, or the potential to do so in the future. Specifically, it is suggested that the organizations join to establish a Musconetcong Interpretive Roundtable. This roundtable will be open to all interested parties but should have at its core the staff and volunteers specifically responsible for educational, environmental and recreational programs within their respective organizations. Beyond creating a mutually supportive forum where challenges and successes can be shared and motivation re-energized, specific goals are set out to market and cross-promote programs, adopt a shared calendar, review existing programs for thematic linkages, be a host to breakfasts for anglers, paddlers and hunters, create small satellite exhibits for display in each other's facilities, and offer guided tours at various locations across the watershed.

Successful implementation of this plan will require resources and organizational support. The preparers recognize that all site managers are dedicated to their organizations' missions and programs. These managers frankly acknowledge the constraints under which they work, especially regarding funding and staffing. Building a successful watershed-wide experience is achievable. These first steps will require some shifting of priorities. The preparers have been mindful to keep expectations reasonable such as suggesting that a goal is for one person per organization to devote 24-40 hours per year to the roundtable. We think the dividends from such an investment are likely to be greater than if that time had been spent working in isolation. While these efforts can be incremental, the long-term interpretive goal of creating memorable visitor experiences that serve organizational mission are at the forefront of all recommendations.

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ACKNOWLEDGMENTS

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Many organizations and their board members, staff or volunteers welcomed the project's consultants to their sites or participated in stakeholders' meetings. We wish to acknowledge the following for their support: Pam Bailey, Musconetcong River Management Council; Blanca Chevrest, New Jersey State Park Service; Charlie Fineran, Musconetcong River Management Council; Lindsay Gafford, New Jersey Audubon Society Wattles Stewardship Center; Tomas Gonzalez, Musconetcong Watershed Association; Chuck Gullage, Musconetcong Watershed Association; Kim Kaiser, Washington Township Land Trust; Paul Kenney, National Park Service, Wild and Scenic Rivers Program; Al Krouse, Warren County Department of Planning; Bill Leavens, Musconetcong Watershed Association and Musconetcong River Management Council; Chief Vincent Mann, Ramapough Lenape National Tribe; Jeffrey McCauley, 9-11 Memorial Trail Association; Kristin McCormack; Kristen Meistrell, New Jersey Audubon Society Wattles Stewardship Center; Ray Merrell, Musconetcong Watershed Association; Paul Muir, Bethlehem Township Mayor; Robbie-Lynn Mwangi, Lebanon Township Museum; Ashley Parker, New Jersey Historic Trust; Michaeline Picaro, Ramapough Lenape National Tribe; Andrea Proctor, New Jersey State Park Service, Waterloo Village; Brooke Proctor, New Jersey State Park Service, Waterloo Village; Kyle Richter, Lake Hopatcong Foundation; Gina Rosseland, Warren County Historical Commission; Tim Roth, Morris Canal Greenway; Elizabeth Roy, Warren County Parks; Gina Sampaio, Lebanon Township Museum; Tom Sheppard, Hunterdon County Division of Parks and Recreation; Paul Tarlowe, Musconetcong River Management Council; and Corey Tierney, Warren County Land Preservation.

Dorothy W. Hartman, an independent historical consultant, played a pivotal role in this project, providing her depth of experience with interpretation of New Jersey sites and subjects. She served as a senior adviser to the project team, conducted site visits and interviews and authored several key sections of this report.

As far as Hunter Research's involvement, Patrick Harshbarger, Principal Historian, served as project manager and provided overall direction. Rachel Craft, Historian/Architectural Historian, conducted the majority of the background research, site visits and interviews, as well as prepared drafts of several chapters, summary tables and appendices. James S. Lee III, Principal Archaeologist, assisted with archaeological and local history subjects and authored relevant sections of the report. Joshua DiPrima, Historian, researched and wrote the historic background chapter. Maps were prepared by Evan Mydlowski, Cartographer and GIS Specialist, while Patricia Madrigal edited and laid out the report.

Appendix A

RESUMES OF PREPARERS

RACHEL CRAFT
Architectural Historian/Historian, M.A.

EDUCATION

M.A., Public History, Rutgers University, Camden, New Jersey, 2018

B.A., History, Rowan University, Glassboro, New Jersey, 2015

EXPERIENCE

- | | |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| April 2018-present | <p>Architectural Historian/Historian
Hunter Research, Inc., Trenton, New Jersey
Execution of research, survey, evaluation and writing in support of historic, historic architectural and archaeological studies including:</p> <ul style="list-style-type: none">• identification and review of primary and secondary source materials• title research• genealogical investigation• review of historic cartographic materials• technical writing and report preparation• historic interpretation and exhibit development• historic architectural survey and HABS/HAER documentation |
| July 2017-April 2018 | <p>Public Humanities Website Publisher
Rutgers University, Camden, NJ</p> <ul style="list-style-type: none">• coordinated with Rutgers IT to build university-wide public humanities site• researched all public humanities programs to add information and events to site• maintained and update information on site to ensure accuracy |
| September 2016-December 2017 | <p>Graduate History Fellow
Rutgers University, Camden, NJ</p> <ul style="list-style-type: none">• assisted with grading for undergraduate history courses• attended undergraduate history lectures• performed tasks as delegated by professors |
| May 2017-August 2017 | <p>Graduate Intern
Alice Paul Institute, Mount Laurel, NJ</p> <ul style="list-style-type: none">• performed research to update the New Jersey Women's Heritage Trail website• scanned historic documents from the Alice Paul Institute Archives• created four rotating exhibits that focus on themes among documents in the archives |
| May 2017-July 2017 | <p>Digital Publishing Assistant
Encyclopedia of Greater Philadelphia, Camden, NJ</p> <ul style="list-style-type: none">• created and publish web pages for Encyclopedia articles in WordPress site• performed additional research for images through partner institutions and the public domain |

- wrote captions for all images included with articles

October 2015-
May 2017

Site Manager

Red Bank Battlefield and Whitall House, National Park, NJ

- supervised the house museum and volunteers during hours of operation
- adapted tour content for docents with the Whitall House curator
- assisted with research and organization for seasonal programming
- inventoried the contents of the Whitall House

January 2015-
May 2015

Intern

RCA Heritage Program Museum, Rowan University, Glassboro, NJ

- cataloged all inventory into PastPerfect Museum Software
- updated displays throughout the museum for visitors to see all items
- created finding aid for archived documents

AFFILIATIONS

National Council on Public History (NCPH)

JOSHUA DIPRIMA
Architectural Historian/Historian, M.A.

EDUCATION

M.A., Public History, Rutgers University, Camden, New Jersey, 2023

B.A., *summa cum laude*, History and Psychology, Rowan University, Glassboro, New Jersey, 2021

EXPERIENCE

- | | |
|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| May 2023-present | <p>Architectural Historian/Historian
Hunter Research, Inc., Trenton, New Jersey</p> <p>Execution of research, survey, evaluation and writing in support of historic, historic architectural and archaeological studies including:</p> <ul style="list-style-type: none">• identification and review of primary and secondary source materials• title research• genealogical investigation• review of historic cartographic materials• technical writing and report preparation• historic interpretation and exhibit development• historic architectural survey and HABS/HAER documentation |
| October 2022-Present | <p>Editorial Assistant
Encyclopedia of Greater Philadelphia, Pennsylvania, PA</p> <ul style="list-style-type: none">• assisted in the communication between seventy-seven academic contributors for the upcoming <i>Greater Philadelphia and the Nation</i> manuscript• managed a team of fourteen fact-checkers• verified ninety-four essays to be included across three manuscript volumes• conducted research to expand the diversity and inclusion of various manuscript topics |
| December 2021-May 2023 | <p>Student Success Coach
Rowen College, Glassboro, NJ</p> <ul style="list-style-type: none">• coached community college students in creating a success plan tailored to their needs• developed and streamlined the Success Coaching program, model and data collection alongside Student Success Coordinator• presented at departmental conferences and classrooms of varying population groups to promote the program• created succinct and visibly attractive resource sheets for students using Canva |
| September 2021-May 2023 | <p>Graduate Assistant
Mid-Atlantic Regional Center for the Humanities, Rutgers University, Camden, NJ</p> <ul style="list-style-type: none">• researched local history of Camden's Historic Cooper Street during the Civil War• created and gave tours to visitors• compiled online exhibits and articles, including to the Encyclopedia website |

- collaborated with other historical organizations to plan and facilitate historic events
- reported news and events to the Director of Mid-Atlantic Regional Center for Humanities

June 2022-
August 2022

Intern

C. Dallet Hemphill Summer Internship Program, University of Pennsylvania, PA

- curated an exhibition plan titled "Contested Country: Tracing the Consequences of Colonial Expansion through Bartram's Garden"
- researched Native American land-use history of Bartram's Garden and connection with botanic expeditions of John and William Bartram
- created six historical essay blog posts to expand website's historical content from collected research

January 2022-
May 2022

Intern

The Arch Street Project, Rutgers University, Camden, NJ

- organized and hosted virtual public forums for project's research team to share their findings with the public
- created advertisements and marketing plan, established logistics and collaborated with speakers
- conducted biographic and contextual research on the internments left behind at original site of the First Baptist Church of Philadelphia

January 2022-
May 2022

Teaching Assistant

Rutgers University, Camden, NJ

- demonstrated proficiency on African American History by developing class-length presentation to undergraduate students
- assisted students with application activities
- graded papers

September 2021-
December 2021

Intern

Journal of the Plague Year, Arizona State University

- curated digital exhibition from daily submissions of individuals
- transcribed oral histories conducted by the staff through digital software

January 2021-
August 2021

Intern

Red Bank Battlefield and Whitall House, National Park, NJ

- provided tours of Whitall home and battlefield to the public
- researched and transcribed primary source documents

AWARDS

McNeil Center- C. Dallett Hemphill Summer Internship Project, 2022.

Graduate School Outstanding Achievement Scholarship for maintaining over a 3.5 cumulative GPA at Rutgers University, December 2021- May 2023.

President's List for obtaining 4.0 cumulative GPA with over 12 credits, May 2018-May 2021.

PATRICK HARSHBARGER

Vice President

Principal Historian/Architectural Historian/Industrial Archaeologist, M.A., M.P.A.

EDUCATION

M.A., History, Hagley Fellow, University of Delaware, Newark, Delaware, 1990

- Fields of Study: History of Technology and Industrial Archaeology (focus on built environment, structural engineering, historic architecture); American Colonial History; American Labor History; European Industrialization

Museum Studies Certificate, University of Delaware, Newark, Delaware, 1990

M.P.A., Public Administration, Florida International University, Miami, Florida, 1988

- Focus on non-profit management

B.A. *magna cum laude*, American History, Brown University, Providence, Rhode Island, 1984

EXPERIENCE

2015-present Vice President
Hunter Research, Inc., Trenton, New Jersey

As a member of the firm's senior management team, Mr. Harshbarger participates in all aspects of business management, development and strategic planning.

2010-present Principal Historian/Architectural Historian/Industrial Archaeologist
Hunter Research, Inc., Trenton, New Jersey

Technical and day-to-day managerial responsibilities for historical and archival research in support of historic architecture and archaeology. Participation in:

- federal Section 106, state and municipal preservation law compliance review
- historical architectural survey, evaluation and recording of buildings and structures
- historical research
- industrial archaeology
- preservation planning
- public outreach
- historical exhibits and signage
- interpretive planning and development
- report preparation
- proposal preparation

1996-2016 National Editor, *Society for Industrial Archeology Newsletter*
(www.sia-web.org/siapubs/publications.html)

Full editorial responsibilities inclusive of identifying and providing assistance to contributing authors and photographers, copy editing and oversight of graphic design and production on a quarterly basis. The SIA is the leading North American organization for the documentation and preservation of industrial heritage.

- 1991-2010 Senior Historian/Preservation Planner
TranSystems Corp. (formerly Lichtenstein Consulting Engineers)
Langhorne, Pennsylvania and Paramus, New Jersey
- Served as one of two staff historians to a national engineering and transportation consulting firm specializing in historic bridges and roads, as well as general cultural resources management services and architectural surveys (Sections 106 and 4f), to a client base consisting mainly of local, state and federal agencies.
- 1991-2009 Historian
McKelvey Museum Services, Wilmington, Delaware
- On-call interpretive planning, exhibit development and collections management for historic sites and museums in the Mid-Atlantic region inclusive of historical research, meetings with trustees and staff, and report preparation and editing.
- 1990 Historian, National Park Service
Historic American Engineering Record, Boston, Massachusetts
- 1989 Architectural Historian Intern
Bucks County Conservancy, Doylestown, Pennsylvania
- 1986-88 Special Assistant/Newsletter Editor
Office of the Vice President, Florida International University, Miami, Florida
- 1984-1986 Deputy Director
Slater Mill Historic Site, Pawtucket, Rhode Island

CONTINUING EDUCATION AND CERTIFICATIONS

- Secretary of the Interior's Professional Qualifications Standards for Historians (36 CFR Part 61)
- Secretary of the Interior's Professional Qualifications Standards for Architectural Historians (36 CFR Part 61)
- Architectural History Seminar and Workshop, New Hampshire Division of Historical Resources, Manchester, New Hampshire, 2014.
- National Register Nomination Preparation, New Jersey Historic Preservation Office and National Register of Historic Places Joint Workshop, Trenton, New Jersey, 2011
- Iron and Steel Preservation Workshop Certificate, Lansing Community College, Lansing, Michigan, 2010, 2012 (also presenter)
- Section 106 Training Certificate, Ohio Department of Transportation, Columbus, Ohio, 2010
- HAZWOPER 24-hr. Training
- Section 106 Training Workshop, Pennsylvania Department of Transportation, Allentown, Pennsylvania, 2009
- Museum Studies Certificate, University of Delaware, Newark, Delaware, 1990
- Hagley Fellow in the History of Industry and Technology/Museum Studies, Hagley Museum & Library, Wilmington, Delaware, 1988-1991

SPECIAL SKILLS AND INTERESTS

- historic engineering and bridges
- historic transportation systems (roads, canals, railroads)
- preservation of historic machinery and tools
- industrial and commercial architecture
- engineering heritage
- industrial archaeology
- public history and heritage tourism

- photography

PROFESSIONAL AFFILIATIONS

Construction History Society of America
Mining History Association
National Society for the Preservation of Covered Bridges
National Trust for Historic Preservation
Newlin Foundation, Trustee Emeritus
Society for Commercial Archeology
Society for Industrial Archeology
Society for the Preservation of Old Mills
Vernacular Architecture Forum

AWARDS

New Hampshire Preservation Alliance, 2019 Preservation Achievement Award for Restoration, Rehabilitation and Stewardship of the Stewartstown Bridge
New Jersey State Historic Preservation Award for *A Gentleman's Pursuit: The Commodore's Greenhouse* with the Morven Museum, 2018.
General Tools Award for Distinguished Lifetime Service to Industrial Archeology, Society for Industrial Archeology, 2017.
Preservation Award, County of Passaic, State of New Jersey for Contributions to Historic Preservation, 2016.
Preservation Award, City of Paterson, New Jersey for Intensive-Level Architectural Survey of the Dublin Workers' Neighborhood, 2016.
Preservation Award, City of Paterson, New Jersey for Intensive-Level Architectural Survey of Paterson's Industrial Complexes and Mills, 2012.
New Jersey State Historic Preservation Award for Petty's Run Site Archaeological Explorations, 2010.

SELECTED PUBLICATIONS AND REPORTS

Co-author with Richard W. Hunter. *Sartori to Sacred Heart: Early Catholic Trenton*. Sacred Heart Parish, Trenton, New Jersey, 2014.

New Jersey Department of Transportation's Fernwood Service Station, Serving New Jersey's Highways Since 1922. New Jersey Department of Transportation, Trenton, New Jersey. 2014.

Gordon Russel Whittum. New Hampshire State Historic Preservation Monograph Series. Concord, New Hampshire, 2014.

"Two Pioneering American Roadways." *Proceedings of the Institution of Civil Engineers – Engineering History and Heritage*. London, England, May 2010.

Editor. *Abstracts of American Truss Bridge Patents, 1817-1900*. Society for Industrial Archeology, Houghton, Michigan, 2009.

Co-author. *Robert John Prowse, New Hampshire State Bridge Engineer*. New Hampshire State Historic Preservation Monograph Series. Concord, New Hampshire, 2009.

Co-author. *National Guidelines for Historic Bridge Rehabilitation and Replacement*. Washington, D.C.: American Association of State Highway and Transportation Officials, 2008.

"Defining Historic Roads." *Proceedings of the 6th Preserving the Historic Road in America Conference*. Albuquerque, New Mexico, 2008.

Co-author. *Historic Bridge Basics*. South Carolina Department of Transportation. Columbia, South Carolina, 2004.

"Strategies for Historic Evaluation of Standard Highway Bridges, 1920-1960." *Proceedings of the Preserving the Recent Past 2 Conference*. Philadelphia, Pennsylvania, October 2000.

"So Your Dualized Highway is 50 Years Old? Is It Historic?" *Proceedings of the Preserving the Historic Road in America Conference*. Morristown, New Jersey, April 2000.

Editor and Co-author. *Delaware's Historic Bridges: Survey and Evaluation of Historic Bridges with Historic Contexts for Highways and Railroads*. 2nd Edition Revised. Dover, Delaware: Delaware Department of Transportation, 2000.

"Metal Truss Bridges and Their Builders in Historical Perspective: Some Thoughts from a Case Study of the Phoenix Bridge Company." *Spans of Time*. Historic Ithaca: Ithaca, New York, 1999.

"The Providence School Board Reform Movement, 1898-1924." *Rhode Island History*, Volume 44, Number 2 (May 1985).

JAMES S. LEE, III, M.A., RPA
Vice President
Principal Investigator/Archaeologist

EDUCATION

M.A., Archaeology, University of Durham, Durham, United Kingdom, 1996

B.A., Anthropology and History, Rutgers University, New Brunswick, New Jersey, 1995

EXPERIENCE

2015-present Vice President/Principal Investigator/Archaeologist
Hunter Research, Inc., Trenton, NJ

Vice President of firm providing archaeological and historical research, survey, excavation, evaluation, report preparation and public outreach services in the Northeastern United States. Responsible for:

- Project management, budgeting and scheduling
- Technical and synthetic writing
- Proposal preparation, contract negotiation and management
- Hiring and supervision of personnel
- Supervision of research, fieldwork, analysis and report preparation

2001-2015 Principal Investigator
Hunter Research, Inc., Trenton, NJ

Technical and managerial responsibilities for survey, evaluation and mitigation of selected archaeological projects. Technical and managerial responsibility for report production. Participation in:

- overall site direction and day-to-day management
- development and implementation of research, excavation and analysis strategies for prehistoric and historic archaeological sites
- supervision of cartographic and GIS product, graphic design and report layout
- hiring and supervision of personnel

2001 Crew Chief
Kittatinny Archaeological Research, Stroudsburg, Pennsylvania

- survey and excavation
- supervision of field personnel
- stratigraphic and artifact analysis

1997-2001 Principal Investigator/Project Manager
Cultural Resource Consulting Group, Highland Park, New Jersey

- overall site direction and day-to-day management
- development and implementation of research, excavation and analysis strategies for prehistoric and historic archaeological sites
- report and proposal preparation
- hiring and supervision of personnel

1997-2000 Laboratory Supervisor
Cultural Resource Consulting Group, Highland Park, New Jersey

Technical and managerial responsibilities for laboratory components of archaeological projects. Participation in:

- management of laboratory operations
- supervision of laboratory personnel
- computerization of artifact data
- prehistoric and historic ceramic analysis
- preparation of artifact inventories and writing of artifact sections of reports

1996-1997 Field Technician
Cultural Resource Consulting Group, Highland Park, New Jersey

SPECIAL SKILLS AND INTERESTS

- canals and associated water control structures
- water-powered mill sites
- iron manufacture
- prehistory of the northeastern United States
- prehistoric lithic technology
- historic sites interpretation and public outreach

CERTIFICATIONS

Secretary of the Interior's Professional Qualification Standards for Archaeologists (36 CFR Part 61)
Register of Professional Archaeologists
OSHA 40-hour Initial Training, 2002

PROFESSIONAL AFFILIATIONS

Society for Industrial Archaeology
Archaeological Society of New Jersey, Board Member at Large
Society for Pennsylvania Archaeology
New York State Archaeological Association
Canal Society of New Jersey
Warren County Morris Canal Committee
Eastern States Archaeological Federation
Middle Atlantic Archaeological Conference

SELECTED PRESENTATIONS

"Searching for Mahlon Stacy's Dorehouse at the Falls of the Delaware" Paper presented to the Council for Northeastern Historical Archaeology, November 9, 2019 (with Richard W. Hunter and Richard F. Veit).

"The Fishkill Supply Depot: Archaeological Synthesis" Paper presented to the Friends of the Fishkill Supply Depot, October 25, 2015.

"Archaeological Investigations at the Tulpehacken Nature Center, Abbott Marshlands, Mercer County, New Jersey." Paper presented to the Archaeological Society of New Jersey, March 21, 2015.

"The Last 100 Years at Morris Canal Plane 9 West." Paper presented to the Canal Society of New Jersey,

November 21, 2014 (with James Lee Jr.).

"Ephrata Tract Archaeological Assessment." Paper presented to the Moravian Historical Society, October 20, 2014.

"Archaeological Investigations in the Shadow of the Gap, I-80 Weigh Station Site (28Wa290)." Paper presented to the Society for Pennsylvania Archaeology, Forks of the Delaware Chapter 14. April 3, 2013.

"Exploring the Industrial Archaeological Resources of Waterloo Village." Paper presented to the Canal Society of New Jersey, March 15, 2013 (with Richard W. Hunter).

"Archaeological Investigations at Morris Canal Lock 2 East, Wharton, New Jersey." Paper presented to the Canal Society of New Jersey, March 16, 2012.

"Delaware and Raritan Canal Lock #1, Hamilton Township, Mercer County, New Jersey." Paper presented to the Canal Society of New Jersey, December 1, 2010 (with Richard W. Hunter).

"The Archaeological Potential of the Morris Canal." Paper presented to the Archaeological Society of New Jersey, March 19, 2007.

"Planes and Plans: The Morris Canal in Warren County." Paper presented to the New Jersey Historic Preservation Conference, April 23, 2004.

Dorothy White Hartman

2 Millville Road Montague NJ 07827 973.293.3684 201.841.2596 (cell) dlwhartman@gmail.com

Experienced public history consultant specializing in interpretation, program development, strategic planning and non-profit management.

- March 2012 **Founder and Principal, History in the Making**, a public history consulting firm with a focus on historic preservation, preservation education, strategic planning, interpretation, exhibit planning and museum education.
- Aug. 2007-
March 2012 **Vice President, Programs and Planning, Ellis Island Institute, Save Ellis Island, Inc.** As a member of the senior staff, prepared and advanced plans, strategies and fundraising for the Ellis Island Institute, slated to occupy the remaining un-restored buildings on Ellis Island. Advanced and implemented all preservation and interpretive plans for the rehabilitation and public interpretation on Ellis Island's south side and oversaw all educational and public programming.
- July 2004-
August 2007 **Director of Education and Public Programs, Save Ellis Island, Inc.**
Prepared strategic plan for full development of the Ellis Island Institute programs as part of the re-use of Ellis Island's thirty currently unused buildings. Planned, researched and wrote text for a core exhibit on the history of Ellis Island's hospitals. Developed and implemented school programs, teacher training and public programs about Ellis Island's hospital.
- 1982-2004 **President, Past Perspectives, Inc.** a professional consulting firm for the history museum community. Major project focused on exhibit planning, research, curatorial services, project management, interpretation, content development and strategic planning.
- 1998-2000 **Director of Education, Waterloo Foundation for the Arts, Historic Village of Waterloo.** Developed comprehensive educational and interpretive programs for diverse audiences, advising on issues related to strategic planning, visitor services, historic preservation, site management and fundraising.
- Awards:** **Award of Recognition for Contributions to New Jersey History**, New Jersey Historical Commission, 1998.
- New Jersey Historic Preservation Award, 2011**, for Preservation and Interpretive Plan for the U. S Public Health Service Hospitals on Ellis Island.
- National Endowment for the Humanities "We the People"** designations for seven projects on Ellis Island.
- New Jersey Historic Preservation Award, 2017**, for *Journey Through Jersey*, New Jersey's first heritage tourism website, in partnership with the New Jersey Historic Trust.
- Preservation New Jersey Sarah B. Fiske Legacy, Leadership & Preservation Award, 2017 New Jersey Historic Preservation Award** for *Journey Through Jersey*, in partnership with the New Jersey Historic Trust.

Education: MA, American History, Rutgers University

Dorothy White Hartman

2 Millville Road Montague NJ 07827 973.293.3684 201.841.2596 (cell) dlwhartman@gmail.com

Accomplished strategist and facilitator with extensive experience assisting organization in developing mission driven, sustainable and achievable program and long-range planning goals.

Representative planning projects: interpretive planning, strategic planning and long-range planning clients/projects:

Recent Interpretive and Program Planning projects:

Gettysburg National Military Park, Eisenhower National Historic Site, Gettysburg, PA:

Interpretive planning consultant for Comprehensive Trail System Study, Phase 1. Developed strategies for improving visitor experience along the re-envisioned trails systems at both parks.

Ellis Island Institute, the proposed re-use of the US Public Health Service Hospitals on Ellis Island:

Developed the concept for the Institute, along with a Long-range Plan. Managed and successfully sought grant funding for preservation plans for the Laundry/Hospital Outbuilding, Recreation Building and Hospital/Powerhouse. Designed, implemented and successfully funded multi-year education programs.

Delaware & Lehigh National Heritage Corridor, Bethlehem, PA

Lead consultant to the Corridor Commission for an interpretive plan covering the 150 mile-long corridor following the route of the historic D&L Canal from Jim Thorpe to Bristol, PA. Developed themes, linkages and partnership strategies for public and private entities along the corridor.

Red Mill Museum Village, Clinton, NJ

Re-envisioned comprehensive Interpretive Plan and Red Mill Exhibit Concept for the village's thirteen buildings, an industrial site encompassing a water-powered mill, limestone quarry, limekilns, associated buildings and tenant house.

Black Creek Site, Vernon, NJ

Interpretive Plan for a 9000 year-old American Indian archeological district representing every era of native occupation.

Representative Long-Range and Strategic Planning projects;

Historic Cold Spring Village Foundation

Strategic and Long Range Plans

Morris County Heritage Commission

Long-Range Plan

Canal Society of New Jersey

Long- Range Plan, 2001 and 2013

Strategic Vision, 2015

The Meadows Foundation

Long-Range Plan

Operations Plan

Naval Air Station Wildwood

Long Range Plan

Appendix B

SCOPE OF WORK

February 25, 2021

Dr. Alan Hunt
Director, Policy & Grants
Musconetcong Watershed Association
10 Maple Avenue
Asbury, NJ 08802

Via e-mail

Re: Proposal for GIS, Brochure and Interpretive Planning Professional Services

Dear Alan,

Please accept this letter and attached cost estimate as Hunter Research's proposal to provide the Musconetcong Watershed Association (MWA) with professional cultural resources services. This proposal offers three tasks and associated sub-tasks that may be completed independently, each related to enhancing public appreciation and interpretation of the watershed. The tasks have been developed based on our conversations with you and may complement potential grant opportunities. The three tasks are A) GIS technical support in the development of a geospatial dataset that will enhance watershed interpretive maps; B) content development for a National Park Service (NPS) Unigrid System brochure; and C) a Musconetcong Watershed Interpretive Plan and Visitor Readiness Study.

Hunter Research Project Manager will be Patrick Harshbarger, M.A., M.P.A., and he will be the point-of-contact working closely with the MWA. Mr. Harshbarger meets the Secretary of the Interior's (National Park Service) Professional Qualification Standards as a historian and architectural historian. James S. Lee, III, M.A., will serve as a Principal Investigator and assist Mr. Harshbarger with meetings, local community outreach and GIS technical support. Mr. Lee meets the Secretary of the Interior's Professional Qualification Standards in prehistoric and historic archaeology. Additional Hunter Research staff includes specialists in history, architectural history, public history (interpretive planning and exhibit design), archaeology, cartography, graphic design and report preparation. We will engage sub-consultant Dorothy Hartman of History in the Making for assistance with assessing visitor readiness and interpretive development.

A. GIS Technical Support

Understanding of Task – The MWA wishes to engage Hunter Research's GIS capabilities to assist with enhanced data collection, formatting of data, and use of data to create maps related to a variety of natural, cultural and historical resources. This data is highly varied, some of which has been previously collected in various forms by MWA, Warren County, NJDOT and other

sources. Hunter Research will coordinate with MWA to create a comprehensive ArcGIS geodatabase.

A1. Data Collection and Formatting

Hunter Research will provide the MWA with GIS mapping services to aid in the creation of accurate maps of the watershed. Features such as the route of the Musconetcong National Water Trail and other local trails, river access points, bridges, dams, rapids, and boundaries of historic districts and public lands will be added to the ArcGIS geodatabase previously used to create a map of the watershed for interpretive signage. Where possible these features will be added using previously collected data and desktop sources such as USGS mapping, aerial photographs and publicly available GIS files. Approximately 4 to 6 icons will be identified or created for different bridge types, dams, rapids and mills. The new mapping will be provided to the MWA in a geodatabase, shape files and as a series of Adobe Illustrator graphics with the features organized on separate layers. The Adobe Illustrator files will be provided as base maps that are suitable for modification and use in brochures and interpretive and directory signage. It is assumed that MWA will modify the base maps files as needed for a variety of uses. *Deliverable: ArcGIS geodata set and Adobe Illustrator base maps.*

A2. Field Verification

A separate fieldwork task is provided to gather locational data for unmapped features that is not available through other sources. A list of these unmapped features will be developed with the client. Fieldwork will entail Hunter Research's Principal Investigator (part time) and GIS Specialist visiting each feature and gathering locational data with a Trimble Geo7x handheld data collector capable of submeter accuracy. Gathered points will be incorporated into the files provided in Task A1. *Deliverable: Updated ArcGIS dataset based on field verification.*

A3. ArcGIS StoryMap Development

Hunter Research will prepare an ArcGIS StoryMap in cooperation with the MWA that will highlight specific aspects of the watershed and the MWA's activities. The StoryMap will address the watershed as a whole and up to five different topics such as significant natural features, historic sites and districts, public access points and trails, and dams and dam removal projects. It is anticipated that majority of text and images will be provide by the MWA with Hunter Research utilizing the data collected during Tasks A1 and A2 to create the interactive mapping. Some content, including text and historic images and maps, regarding the history of the watershed will be generated by Hunter Research. The StoryMap will be hosted on Hunter Research's ArcGIS Online page during its development but not after its completion. The MWA will be provided with access to the StoryMap code for hosting on their own website. *Deliverable: StoryMap Code for Uploading to MWA Website.*

B. NPS Unigrid System Brochure

Understanding of Task – The MWA wishes to create an NPS-style Unigrid System brochure that will serve as a visitor guide to the watershed. The brochure will highlight natural, recreational and historical resources, and ways that visitors and residents may explore the watershed through outdoor activities and tourism. The MWA wishes the brochure to be in a “coherent voice” that speaks to all audience levels and interests. It should engage the public in appreciating and being supportive of the MWA’s mission.

Hunter Research’s role in developing the brochure will be first creating content and second assisting with content and design refinement at 50%, 75% and 90% design milestones. Hunter Research will write text, acquire images and create a watershed resource and visitation map. The map will be the centerpiece of the brochure. The brochure design will be developed working with the MWA’s graphic designer, Spruce Run Graphics, which will be retained by the MWA under a separate agreement for design and printing.

Specifically, Hunter Research will complete the following subtasks:

B1. Brochure Kickoff Meeting and Content Development

Kickoff Meeting. Before undertaking content development, Hunter Research will meet with the MWA to identify source materials and the key themes, storylines and graphics around which the brochure should be organized. It is anticipated that this meeting will be a “brainstorming” session so that all ideas may be discussed and either selected for further development or determined to not be suitable for use in the brochure. This meeting will also result in development of a schedule for completion. *Deliverable: Meeting Notes in MS-Word.*

Watershed Map. Using the GIS generated data from Task A, Hunter Research will prepare a watershed map that conforms to NPS graphic specifications. The map will be central to the brochure. It will be prepared in Adobe Illustrator so that it can be exported to the MWA’s graphic designer. It is assumed the graphic designer will make the final adjustments to the map after it is imported into the brochure (font point sizes, leaders, etc.). The map will support the watershed’s themes and story, carrying key locations, complex landscapes and use NPS mapping conventions (e.g., shading and coloring of natural features, fonts, etc.). *Deliverable: Draft Map in Adobe Illustrator and PDF.*

Draft Text and Pictorial Selection. Hunter Research will research and prepare draft text conforming to the Unigrid System requirement of strong divisions between differing levels of information. The text will be organized thematically to assist visitors with finding information quickly and encouraging exploration of the watershed’s natural and historical resources. Hunter Research will identify and acquire photographs and other pictorials, keeping in mind the necessary minimal dpi and size requirements for the intended use. We anticipate the total number of images to be between 15 and 30. This task includes select site visits for photography or

coordination with libraries, etc. for scans and reproduction permissions; however, it will rely heavily on the MWA to assist with providing access to its image library or members/others (like birders) who may have desirable imagery. The Unigrid System has three primary ways of placing and laying out pictorials: 1) placing pictorials in bands or toned panels set off from text or map, 2) in the cover assembly; 3) or as part of an illustrated essay. We will coordinate pictorial placement with the graphic designer. *Deliverable: Draft Text in MS-Word and Draft Photographs/Images in Digital Format (tiff or jpg) with recommendations for placement.*

B2: Brochure Design Layout and Approvals

Content Finalization. After providing the draft content, Hunter Research will assist the MWA and the graphic designer with the progressive, iterative refinement of the content and design until it reaches its final form. The draft content will be provided to the designer to prepare the 50% design. At this stage, it is typical for adjustments and edits to be made and some additional new content to be developed to strengthen the design and supporting map, text and pictorials. Hunter Research will provide content oversight to ensure a consistent voice and use of the Unigrid System. This process will be repeated for 75% design, 90% design and Final design, although by the 90% design phase any revisions or needs for additional content should be minimal.

Deliverable: Revised source files for map, text and pictorials as required.

Design Coordination, Meetings and Reviews. Hunter Research anticipates the review process to be one where the graphic designer will prepare the 50%, 75%, 90% and Final designs and at each milestone circulate a PDF. The PDF will be reviewed by MWA and Hunter Research will review the PDF and then there will be follow-up discussion to reach consensus on next steps. Hunter Research will attend up to six (6) virtual meetings with the MWA and/or the graphic designer. We will also keep notes and provide consolidated mark-ups of the 50%, 75% and 90% designs so that the graphic designer will be working off of one set of consistent comments at each stage. *Deliverable: Consolidated Mark-ups of 50%, 75% and 90% designs.*

C. Musconetcong Watershed Interpretive Plan and Visitor Readiness Study

Understanding of Task – The MWA intends to commission a professionally prepared Musconetcong Watershed Interpretive Plan and Visitor Readiness Study. The plan will prepare the MWA and its partners from various local governments and organizations to enhance visitor programming such as interpretive signage, tours, interest group events, social media content, shared calendars, etc. It will develop themes to enhance visitor understanding and enjoyment of the watershed. It will highlight key places, resources and activities and recommend ways to offer a coherent and coordinated visitor experience. A visitor readiness study component of the plan will assess current interpretive programs and the ability of sites to meet future interpretive goals whether they currently offer interpretive content or not.

The Interpretive Plan and Visitor Readiness Study will present physical and thematic linkages between communities and sites across the cultural landscape. The main focus of the plan will be identifying resources that are visitor ready or have the capacity to provide a sound visitor experience with future improvements in the near and long term. The plan will be prepared in accordance with the programmatic guidelines of the New Jersey Historic Trust and the National Park Service. Recommendations will be prioritized and cost estimates provided to assist with future funding.

The plan will meet the following goals:

1. Recommend how best to present the watershed's key themes and storylines in ways that residents and visitors can relate;
2. Establish guidelines for watershed interpretive programming that will link key sites and locations;
3. Provide a context for understanding how individual sites fit into the broader environmental and cultural history of the watershed; and
4. Identify how individual sites may work together to coordinate their stories, programs and messaging.

Hunter Research's work plan consists of two principal sub-tasks of data gathering followed by synthesis and report preparation. Hunter Research's proposed methodology is to gather data through a combination of site visits, surveys, interviews and meetings. These data will be synthesized to create a document estimated at 100 to 150 pages of text and graphics plus appendices. The document will be logically organized and attractively designed so that it will be accessible to the MWA, its partners and funders. It will include high-quality graphics such as summary tables, charts, maps and aerial photographs interpreting the sites and offering ideas for programming opportunities (e.g., digital media, wayside exhibits, guided and self-guided tours, special events, children's activities and games, etc.). The plan will further the MWA's goal of enhancing visitor understanding and enjoyment of the watershed. The goal will be to create a single narrative voice and a "hook" that will attract varied audiences.

Hunter Research firmly believes that it is important to engage with friends, staff, volunteers, visitors, community representatives and other stakeholders during the planning process. Hunter Research will facilitate a kick-off meeting and a workshop. It is important to keep in mind that the Interpretive Plan and Visitor Readiness Study is just the first step; all stakeholders need to feel comfortable with "owning" and carrying out the plan's recommendations once the consultant team finishes its work. The plan is a "blueprint" intended to keep everyone traveling in the same direction with shared mission, goals and interpretive strategies, but it should not feel like a straightjacket. The best strategies will need to be adaptable and make provision for minor course changes. They will also need to provide sufficient flexibility for the MWA and its

various partners in the municipalities and community organizations to be in a position to take advantage of unanticipated opportunities when they present themselves, as they almost always do.

To achieve these goals, Hunter Research will begin with a kick-off meeting followed by field visits and historical research to develop the themes that will link the various sites and create the narratives that will increase visitor appreciation. Hunter Research will frequently communicate with the MWA to be sure that all significant themes and interpretive opportunities and techniques are given due consideration and not overlooked. Special attention will be given to digital and self-guiding interpretive technologies, in addition to more traditional exhibits and guided tours. Technical capabilities, as well as the staffing and financial resources needed to carry out programming, will be considered carefully.

Specifically, Hunter Research will complete the following subtasks:

C1. Kickoff Meeting and Data Gathering

Kickoff Meeting. Hunter Research will meet with the MWA to discuss the project goals and all relevant details. The meeting agenda will include a review of the scope of work, deliverables and schedule, as well as a discussion of logistics and key contacts for site visits, interviews, workshop and subsequent meetings. It is assumed that the group attending this meeting will serve as a steering committee and meet with Hunter Research following receipt of draft deliverables. Points-of-contact will be identified to ensure clear communication throughout the project. *Deliverable: Meeting Minutes in MS-Word, List of Key Contacts.*

Work Plan. Hunter Research will develop and submit for approval a detailed written work plan, which will include a list of projected tasks, list of proposed site visits, a schedule of steering committee meetings and an overall project timetable with milestones. *Deliverable: Detailed Work Plan in MS-Word.*

Background Research and Review of Existing Documents. Building on the list of resources identified by GIS data (see Task A), Hunter Research will compile and organize existing documentation, including, but not limited to, maps, published books and journal articles, previous technical surveys, reports and plans, and New Jersey and National Register of Historic Places nomination forms. These materials will serve as a foundation for developing watershed-wide themes and assessing the knowledge base that can be used to develop interpretive programming. In areas where the knowledge base is judged to be minimal, additional research may be one of the plan's recommendations. A bibliography of consulted sources will be prepared and a research summary included in the final report.

Field Visits. Hunter Research will undertake field visits at each of the identified sites to document and assess visitor readiness, audiences, available resources, conditions and themes.

This task will involve interviewing key knowledgeable individuals, annotation of maps and the taking of notes and photographs.

C2. Preliminary Findings and Workshop

Preliminary Summary of Data and Meeting. Following completion of data gathering, Hunter Research will prepare a memorandum summarizing the data collected and our observations. We will then meet with the steering committee to discuss and verify the data and observations, as well as begin the process of synthesizing and moving toward a set of concrete recommendations. At this stage, additional considerations will begin to be identified with the intention of enhancing outcomes and addressing operational and/or maintenance constraints, preferred methods of outreach and marketing, current and future audiences, public benefits, ADA compliance issues, etc. *Deliverable: End of Research and Field Visit Memorandum in MS-Word; Minutes of Steering Committee Meeting in MS-Word.*

Workshop. Hunter Research in coordination with MWA will organize and host a workshop with the steering committee and local stakeholders, including representatives from municipalities and business districts, interest groups, funders, tourism sites and other potential destinations. The purpose of the workshop will be to gather feedback on how the Interpretive Plan and Visitor Readiness Study can offer recommendations in line with the MWA's mission that connect with local destinations through various themes and interpretive programs. Hunter Research prefers and has budgeted for an in-person workshop; however, a virtual meeting may be necessary if conditions do not permit it. It is assumed the MWA will make a venue available for the workshop and provide parking, refreshments, etc. *Deliverable: Workshop Presentation in PowerPoint; Summary of Meeting in MS-Word.*

C3. Draft Plan Preparation

The draft MWA Interpretive Plan and Visitor Readiness Assessment document will be concise and logically organized. It will be prepared to reflect the input gathered through background research, site visits, meetings and workshop. Preliminarily, the document will have the following organization and address the following topics:

Introduction: outline the background and purpose of the plan.

Themes and Storylines: present the watershed's key themes and storylines.

Overview of Existing Interpretation: identify current interpretive programming within the watershed; summarize current conditions in a matrix listing the following: existing interpretive site/attraction; organization and contact information; days and hours open to the public; staffing; available facilities; relevant themes; programs offered. The matrix will be organized by the capabilities of the sites, beginning with those sites that have

professional staff and are fully open to the public and ending with those sites that have no existing interpretation.

Interpretive Presentation: consider how watershed-wide themes and storylines can be introduced to residents and visitors (e.g., through websites, interpretive maps and brochures, on-site and off-site exhibits); consult with partners and stakeholders to determine how best to phase in coordinated interpretation that presents the watershed story and sets the stage for detailed interpretation at individual sites and attractions. Emphasis will be placed on potential usage of digital media, as well as interpretive programming directed at key audiences (e.g. fishing, birding, hiking, biking groups, etc.). Confirmation will be given as to the use of the MWA's graphic identity and formatting.

Interpretation at Sites and Attractions: consider how individual sites and attractions can participate in the watershed presentation; using the results of data gathering, identify which key storylines individual sites are capable of presenting; specify how sites can work together to tailor their interpretation as part of a broader storyline for presentation to residents and visitors; identify which storylines are visitor-ready and which have gaps and need further development; address the type of support that can be provided to assist sites in their presentations.

Public Interpretation: consider how communities can be encouraged to tell their own stories in coordination with the watershed plan; identify which communities are most important to particular storylines and which are interested in and capable of preparing their own programs; specify processes that should be followed for accuracy and quality control; suggest incentives and assistance that might be provided.

Interpretation at Self-Guided Sites: consider what other types of sites and partners might be interested in and appropriate for interpretive exhibits (parks, trails, etc.); consider the kinds of exhibit programs that can be developed to encourage partners to install and maintain self-guided exhibits coordinated with watershed themes and storylines; consider the potential for a comprehensive interpretive program using digital media.

Implementation: prioritize the ideas and actions outlined above, beginning with those that are fundable and most likely to achieve results; identify resources to support coordinated implementation over time.

Appendices: References Cited and Bibliography of Consulted Sources; compiled background and field research data (organized by site)

Deliverable: Draft Plan PDF.

C4. Review of Draft Plan, Workshop and Finalization of Plan

Steering Committee Meeting. Hunter Research will meet with the steering committee to discuss the draft report and solicit feedback and comments. *Deliverable: Minutes of Meeting in MS-Word.*

Workshop. Following receipt of comments from the steering committee, Hunter Research will coordinate with the MWA to hold a second workshop. The invitees to the first workshop will be invited to the second workshop. The draft recommendations will be reviewed in detail with follow-up discussion. The purpose of this meeting is to validate and gather feedback on the recommendations, identify areas that need refining or revision, and to provide MWA's stakeholders an opportunity to "buy into" the plan. *Deliverable: Summary of Workshop in MS-Word.*

Pre-Final Plan. Hunter Research will revise the draft report based on the feedback from the steering committee and the workshop. We will produce a pre-final copy of the plan. It is assumed at this stage that the MWA will wish to circulate the pre-final plan to outside key stakeholders. Comments will be collected, reviewed and discussed with the steering committee. *Deliverable: Pre-Final Report PDF; Minutes of Meeting in MS-Word.*

Preparation of Final Report. Hunter Research will revise the pre-final report based on the feedback of key stakeholders and the steering committee. A final report will be produced in digital format. Ten (10) bound hard copies will be provided. *Deliverable: Final Report PDF and Ten (10) bound hard copies.*

Personnel

For the GIS Technical Support and the Unigrid System Brochure, Hunter Research will use its in-house specialists in history, archaeology, graphic design and cartography. In producing the interpretive plan, Hunter Research, Inc. will work with one subconsultant, the preservation planning firm, History in the Making. The three key individuals participating in the project, Patrick Harshbarger and James S. Lee III of Hunter Research and Dorothy Hartman of History in the Making, meet the professional qualifications standards defined by the National Park Service (CFR36 CFR 61).

Disciplines represented by these two firms include:

- cultural landscape studies
- historical geography
- architectural history
- American history
- prehistoric and historic archaeology

- industrial archaeology
- preservation architecture and planning
- historic site management
- museum studies and interpretive planning
- volunteer management and community engagement
- fundraising
- graphic design
- Geographic Information Systems (GIS) and cartography

Patrick Harshbarger, M.A., M.P.A. (Project Manager/Principal Historian, Hunter Research) will be the day-to-day Project Manager for this undertaking. He will be responsible for the overall schedule and coordination and be the principal point-of-contact for the MWA. He will also provide expertise in American history, architectural history, industrial archaeology, interpretive planning and museum studies. Patrick received his professional training at the 230-acre Hagley Museum & Library in Wilmington, Delaware. He was the national editor of the *Society for Industrial Archeology Newsletter* from 1995 to 2017. In 2017, he received the SIA's General Tools Award for Distinguished Service to Industrial Archaeology. Over the past 20 years, Patrick has participated in strategic and interpretive planning projects at Bartram's Garden (Philadelphia), Washington Crossing (Pa.) State Park, Fosterfields Living Historical Farm (Morristown, N.J.), Howell Living History Farm (Hopewell, N.J.), Mercer Meadows Park (Lawrence, N.J.), Iron Hill Museum (Newark, Del.), Lukens Steel Heritage Museum (Coatesville, Pa.), Mifflinburg Buggy Museum (Mifflinburg, Pa.), and Old Fort Bedford (Bedford, Pa.), among others. With several of these projects, he was the principal author/compiler of the resultant interpretive planning documents.

James S. Lee III, M.A., R.P.A. (Principal Investigator, Hunter Research, Inc.) will oversee the GIS and mapping activities associated with this project and provide his local knowledge of the region. Mr. Lee grew up in Warren County, where he currently resides. He received his B.A. in Anthropology and History from Rutgers University in 1995 and obtained an M.A. in Archaeology from the University of Durham (UK) in 1996. Since that time he has worked as an archaeologist in New Jersey for the past 20 years with the Trenton-based firm of Hunter Research, Inc. Originally trained as a prehistoric archaeologist, he also maintains a specialty in industrial archaeology, with a particular emphasis on the canals of the Middle Atlantic region. Jim has conducted over 20 studies on the Morris Canal, Delaware & Raritan Canal, Chesapeake & Delaware Canal and the Gowanus Canal. Jim has also worked on several projects in the Musconetcong watershed including projects at the Asbury Graphite Mill, as well as other dam removal and bridge replacement projects along the river. Jim is a member of several regional and national archaeological societies, has served on the Warren County Morris Canal Committee and Executive Board of the Archaeological Society of New Jersey for over 20 years and the Canal Society of New Jersey.

Dorothy Hartman, M.A. (Senior Historian, History in the Making) will serve as Senior Historian for this project and will take a leading role in the background and field research, and in

writing portions of the interpretive plan. She will assess visitor readiness and also attend all interpretive planning meetings and assist in leading the workshop. Dorothy began her career in public history as the director of Culver Brook Restoration Foundation in Branchville, N.J. Following her tenure there, she founded Past Perspectives, an exhibit planning and museum program consulting firm. In 2004, she accepted the position of Director of Education at Save Ellis Island, Inc. where she was promoted to Executive Director of the Ellis Island Institute in 2010. She established History in the Making in March 2012. Dorothy received the New Jersey Historical Commission Award of Recognition in 1998 and New Jersey Historic Preservation Awards for her work on Ellis Island and for content development for *Journey Through Jersey*, the state's first heritage tourism website. Her firm also won the 2017 the Sarah B. Fiske Legacy, Leadership & Preservation Award for Education and Community Engagement for the website. She was awarded *We the People* designations for seven successful National Endowment for the Humanities grants in support of education and exhibition projects.

Rachel Craft, M.A. (Public Historian, Hunter Research) will work as a project public historian for the brochure and interpretive plan. She will gather research materials under the direction of Patrick Harshbarger and Dorothy Hartman and work as an assistant on the field visits to the various sites. Rachel is a recent graduate of the public history program at Rutgers Camden. Her relevant work experience includes an internship at the Alice Paul Institute in Mount Laurel and an 18-month stint as the site manager at Red Bank Battlefield and the Whitall House.

Evan Mydlowski, M.A. (GIS Specialist, Hunter Research) will provide technical GIS services. Mr. Mydlowski has been the primary cartographer at Hunter Research since he joined the company in 2015. He graduated from Monmouth University with an M.A. in anthropology in 2016. In addition to his GIS skills, Mr. Mydlowski is also an FAA-certified drone pilot.

Richard W. Hunter, Ph.D. (Principal, Hunter Research) will provide expertise in historical geography, archaeology, cultural landscape studies and history, as well as general oversight and quality control of the project for Hunter Research. Over the past decade, Richard has been involved with numerous of the firm's interpretive studies. Richard has been active in promoting local heritage tourism, particularly in Trenton with Patriot's Week, Petty's Run and the TDA Visitor Center. He is also currently a member of the Mercer County Cultural and Heritage Commission. This background will provide significant insights into regional heritage tourism and ways that Passaic County may be able to capitalize on local partnerships.

Cost Proposal

Please see the attached cost estimate for a breakdown of labor rates, hours and expenses related to each task.

Harshbarger to Hunt
February 25, 2021

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We look forward to the opportunity of providing you with these services. If you have any questions, please feel to contact me at (609) 695-0122, ext. 115 or by e-mail at pharshbarger@hunterresearch.com.

Yours sincerely,

A handwritten signature in black ink, reading "P Harshbarger". The signature is fluid and cursive, with the first letter "P" being large and stylized.

Patrick Harshbarger
Vice President

cc. Richard W. Hunter
James S. Lee III

attachment: Cost proposal

Appendix C

**NEW JERSEY AND NATIONAL REGISTER NOMINATIONS
FOR HISTORIC DISTRICTS**

ASBURY HISTORIC DISTRICT

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 93000132 Date Listed: 3/19/93

Asbury Historic District Warren NEW JERSEY
Property Name: County: State:

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Robert A. Lee
Signature of the Keeper

3/23/93
Date of Action

=====

Amended Items in Nomination:

Community Development has been deleted as an area of significance since it was not justified in the text. The significant date 1796 has been deleted since it refers to a building no longer in existence. The date 1914 has been added as a significant date representing the Methodist Church. The date 1843 has been added as a significant date representing the Runkle House, the district's largest and most impressive building. The date 1863 has been added as a significant date representing the grist mill. In the description section, Gothic Revival has been added as an architectural style, and brick has been added as a wall material. These changes were confirmed by phone with Sue Pringle of the New Jersey SHPO. The nomination is officially amended to include this information.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

RECEIVED

National Register of Historic Places
Registration Form

FEB 02 1993

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Asbury Historic District

other names/site number _____

2. Location

street & number Routes 623 & 643; Maple Ave; Kitchen Rd; School St. ☐ not for publicationcity or town Franklin Township/Bethlehem Township ☐ vicinity Warren/041/08808/
state New Jersey code 034 county Hunterdon code 019 zip code 08802

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

Assistant Commissioner for Natural & Historic Resources/DSHPO
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register.
☐ See continuation sheet.

- ☐ determined eligible for the
National Register
☐ See continuation sheet.

- ☐ determined not eligible for the
National Register.

- ☐ removed from the National
Register.

- ☐ other, (explain:) _____

for Signature of the Keeper

Date of Action

Antonieta J. Lee3/19/93

5. Classification**Ownership of Property**

(Check as many boxes as apply)

- ☒ private
☒ public-local
☐ public-State
☒ public-Federal

Category of Property

(Check only one box)

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
141	53	buildings
2		sites
1	3	structures
4		objects
148	56	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use**Historic Functions**

(Enter categories from instructions)

Domestic: single dwelling
Religion: religious facility
Industry: manufacturing facility
Commerce: department store
Agricultural: storage
Domestic: hotel
Funerary: cemetery
Education: school

Current Functions

(Enter categories from instructions)

Domestic: single dwelling
Religion: religious facility
Commerce: department store
Commerce: office building
Agricultural: storage
Funerary: cemetery

7. Description**Architectural Classification**

(Enter categories from instructions)

Georgian
Federal
Greek Revival

Materials

(Enter categories from instructions)

foundation stone
walls weatherboard
synthetic
roof synthetic
other brick
stone

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☐ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☒ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A
(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☒ recorded by Historic American Buildings Survey
NJ-699
- ☐ recorded by Historic American Engineering
Record #

Areas of Significance

(Enter categories from instructions)

Architecture

Industry

Religion

Community Development

Politics/government

Commerce

Period of Significance

c. 1780 - 1935

Significant Dates

1796

Significant Person

(Complete if Criterion B is marked above)

McCullough, Col. William

Cultural Affiliation

N/A

Architect/Builder

Michler, William M.

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

10. Geographical Data

Acreage of Property 288

Bloomsbury, NJ Quad

UTM References

(Place additional UTM references on a continuation sheet.)

1	1, 8	4, 9, 8, 9, 6, 0	4, 5, 0, 6, 1, 4, 0
	Zone	Easting	Northing
2	1, 8	4, 9, 9, 2, 4, 0	4, 5, 0, 5, 2, 4, 0

3	1, 8	4, 9, 9, 8, 6, 0	4, 5, 0, 4, 7, 2, 0
	Zone	Easting	Northing
4	1, 8	4, 9, 9, 8, 6, 0	4, 5, 0, 4, 4, 4, 0

☒ See continuation sheet #10-3

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Dennis N. Bertland

organization Bertland Associates date June 1992

street & number P.O. Box 11 telephone 908-689-6356

city or town Port Murray, state New Jersey zip code 07865

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name

street & number telephone

city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

Section number 7 Page 1 Asbury Historic District, Franklin Township,
Warren County & Bethlehem Township,
Hunterdon County, New Jersey

The village of Asbury is located in the Highlands geographical province of northwestern New Jersey, in the broad rolling Musconetcong River valley of southern Warren County about two miles southwest of Route 31. The village occupies high ground on the north bank of the river at a bend just upstream from its confluence with a small creek rising in the slatey/shale valley uplands to the north and west, a site which commands wide views of the surrounding countryside. The linear settlement stretches northward from a mill complex on the river, a water power site first utilized in the 1780s, for about a half mile along Main Street (County Route 643) with short off shoots on several side roads of which County Route 623 and Kitchen Road follow the route of one of the region's major early roads. Asbury is largely residential but includes a number of commercial and institutional uses, as well as a modern factory complex on the south side of the river. The community is surrounded by open agricultural lands, interspersed with woods, and scattered farmsteads and modern dwellings.

The Asbury Historic District encompasses almost the entire village, including some open land appurtenant to district dwellings and several adjoining farmsteads on the north and west, but excludes the modern dwellings clustered on its north and east sides and the factory on the south bank of the river which, although it occupies the site of 19th-century mill buildings, was entirely rebuilt in past decades. An inventory of all the district's resources forms part of this section, and the resources are categorized as "contributing" or "non-contributing" to the district's historical significance. Of the 148 contributing resources, the majority are 19th-century buildings; also present, however, are three or four 18th-century buildings, twenty-two 20th-century buildings (of which thirteen are outbuildings), two 19th-century sites (the Methodist and Presbyterian Cemeteries), one 19th-century structure (the mill dam) and four 19th and 20th-century objects (iron fence, hitching post, etc.). There are fifty-six non-contributing resources: thirty-seven garages and outbuildings of 20th-century date, two 19th-century dwellings, nine 20th-century dwellings, and a post office, restaurant, firehouse, and bridge, all of 20th-century date, as well as a mobile home and wind generator.

The district contains ninety-four principal structures and sites, a majority of which are dwellings, with attendant outbuildings. The district's buildings are for the most part frame, gable-roofed, vernacular structures of moderate size, that date to the first three quarters of the 19th century and exhibit simple stylis-

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Hunterdon County, New Jersey

tic embellishment typical of that era. There are, however, a number of earlier and later structures, several buildings of masonry construction, several with gambrel, flat or low-pitched hip roofs, and a few examples of more sophisticated architectural design. Many have been enlarged and remodeled over the years. Modern improvements, while resulting in the loss or obscuring of early fabric and detailing in some cases, have been neither numerous nor disfiguring enough to mar the historic architectural character of the district. While the majority of buildings are in good condition and well maintained, several buildings evidence neglect and deterioration.

In general, district buildings are rather closely spaced on small lots and face the road with short setbacks. While a rather tight streetscape prevails throughout much of the village, particularly around the intersection of Main and School Streets, in a few areas buildings are much more loosely grouped, most notably along the middle stretch of Main Street where several houses are quite widely spaced and well set back from the road. While district buildings typically face the road, a number of houses were built perpendicularly to the road for a southern exposure, an orientation characteristic of the region's early architecture. Stone walls and cast iron fences delineate a few village properties, and yards generally are landscaped and well kept. Slate and concrete sidewalks are found in portions of the district, most notably in its central portion, and more often than not deciduous trees shade the road edge.

Asbury's architecture is representative of the region's vernacular construction practices and building types. Comprising a majority of the district's dwellings are the traditional, 2-story, gable-roofed house types with single-pile or double-pile plans, regular facades of three-to-five bays, and interior gable-end chimnies. Such dwellings are ubiquitous in northwestern New Jersey's 18th and 19th century housing stock. Examples with single pile, one or two-room plans (the traditional I-type) are among the district's earliest dwellings (#s 15 rear wing, 19, and 67) and include many dating to the middle decades of the 19th century (#s 2, 3, 5, 6, 29, 30, 33, 35, and 36). (Photo #s 3, 10 & 13) There is one single-pile, side-hall-plan house, the main block of #48, which dates to the early 19th century. Single-pile, center-hall plans are more numerous; examples date from the early and middle 19th century and include #s 1, 8, 15, 17, 20, 21, 60, 69, and 85, of which the later has a flat roof. (Photo #s 5 & 9) Several

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double-pile, center-hall and side-hall plan houses are also present in the district. One of the district's earliest houses, #90, was built with a side-hall plan (and interior, instead of gable-end, chimney placement) and was enlarged to a center-hall plan. (Photo #2) The other examples date to the middle decades of the 19th century and include one mansard-roofed side-hall house (#43) and three center-hall-plan houses with flat or low-pitched hip roofs (#s 22, 23, and 24). (Photo #s 11, 12 & 14) Although falling out of favor by the middle decades of the 19th century, traditional 1 1/2-story houses were prevalent in the area at an early date. Asbury has one early single-pile example, #12 (purportedly the village's oldest dwelling) and one double-pile example, the east wing of #48, which apparently dates to the 18th century.

The district also contains a few examples of popular house types. Three district dwellings, #s 42, 53 and 86, are of the gable-fronted, 2-story type built in the region's towns and villages with some frequency in the second half of the 19th century. The L-shaped plan type, which derives from the asymmetrical Italianate villa and appeared locally in the second of the 19th century, was adopted for three houses, #s 54, 81, and 84; and one house, #24, conforms to the Italianate "cubical villa" type. (Photo #s 12 & 15) The district also contains several simple bungalow-type dwellings of early 20th-century date, #s 24 and 41 are examples, and one example of the blocky, hip-roofed type known as the "four square," #58.

Outbuildings are commonly found behind the district's houses. They include privies, small barns or wagon houses, tool or wood sheds, and modern garages. They are typically unadorned frame structures of small size. Notable exceptions are the out kitchen/wash house with Greek Revival detailing and the large gambrel-roofed Stick style carriage house/stable behind the Runkle House (#22). Not surprisingly, more extensive complexes of outbuildings are found at the farmsteads in the district, #s 40, 41, 47, 48, 49 and 90. Representative of the area's 19th/early 20th-century farm culture, they are dominated by substantial barns, around which are grouped wagon houses, chicken coops, and other structures. (Photo #7) The barns include four 19th-century bank barns (#s 41, 47, 48 and 90) and two 20th-century gambrel-roofed dairy barns (#s 40 and 49). A small stone spring house, apparently of 19th-century date, is found at #48, and an early 20th-century ice house of stone and frame construction at #90.

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Asbury also contains a number of institutional, commercial, and industrial buildings. There are two churches, only one of which is currently used for religious purposes. The former Presbyterian Church (#82), built in 1868-69 and recently converted into condominium apartments, is a late example of the gable-fronted church type which evidently derives from the English Wren/Gibbs church formula and was widely built throughout the region between the late 1700s and the middle of the 19th century. The rectangular, gable-roofed, brick building has a gable-end principal facade with centered, slightly projecting bell tower and a symmetrical fenestration. (Photo #6) The sanctuary typically was located at the opposite gable end. The raised basement story, a feature not found in area churches before the third quarter of the 19th century, provided space for social functions and Sunday school classes. The Methodist Church, erected in 1914 to replace its predecessor destroyed by fire in the previous year, is also a brick, gable-fronted structure but has instead a corner tower and an auditorium plan, a 19th-century church plan innovation which first appeared locally late in the century. While auditorium plan churches typically have their seats arranged in a semicircle, at Asbury the pews form a quarter circle facing the sanctuary in the southwest corner. A movable partition in the rear wall allows the social hall, which occupies most of a 1-story appendage, to be opened to the main room for additional seating.

Asbury's 1919 elementary school, now occupied as a dwelling, is a 2-story structure with two classrooms on each floor whose design, incorporating such features as banded windows, reflects progressive educational architecture of the period. It replaced a mid 19th-century academy on the site, which in turn had replaced an earlier octagonal schoolhouse on the Bloomsbury Road. The academy was a 2-story structure with gable-end entry and belfry conforming to the gable-fronted church type. Church services were held on the upper story, and classes below.

The district's historic commercial buildings encompass one store, a tavern, a livery stable, and two small office buildings. The general store (#64) is of the gable-fronted type with central entry flanked by large windows ubiquitous throughout the region in the 19th century. Originally two stories with Greek Revival temple front, the 1-story frame structure was rebuilt after a fire early in this century and features a recessed porch sheltering the store front. (Photo #10) Old photographs indicate that a row of four commercial buildings on Main Street south of School Street were all of the gable-fronted type. Smith's Livery Stable (#87), which

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occupies the site to the rear of those buildings and the earlier Asbury Hotel and may incorporate outbuildings associated with them, is a rambling, abandoned and deteriorating assemblage of 1 and 2-story structures dating to the late 19th and early 20th centuries. The American House (#18) is a 5-bay, 2 1/2-story, flat-roofed structure of mid 19th-century date and residential scale with a double-pile, probably center-hall-plan, paired gable-end chimnies, and rear wing. One small office building (#68), built c. 1908 to house the Asbury Graphite Company offices and the post office, also has a residential scale. It is blocky, 3-bay, hip-roofed structure, not unlike the "foursquare" house type of the period, whose rock-faced concrete block walls are concealed by a later stucco. Concrete block construction, an early 20th century innovation, was also used for the laboratory (#94), a small flat-roofed structure of utilitarian design, built by the graphite company on the small island below the mill dam c. 1930s.

Only one early industrial building survives in Asbury, the grist mill (#92) built in 1863 by James M. Hoffman on or near the site of the community's 18th-century mill. (Photo #1) It is a stuccoed-stone, 3 1/2-story, gambrel-roofed structure with embanked stone basement and 20th-century shed appendages on the west side and north gable end. The north gable, the building's front, has a batten-doored entry centered on each story and a hoist overhang at the gable peak. Stacked entries below a gabled dormer with hoist bar are also located on the east side and represent an early 20th-century alteration.. Star-shaped tie rod anchors stud the stuccoed walls in places, and a date plaque is mounted in the north gable. Portions of the mill's hydrosystem also survive. A head of water was created by damming the river, and a stone dam of 19th and 20th-century date survives beneath the modern bridge (#95). Buried beneath the abutments of the present bridge is a short barrel-vaulted stone head race which extends under the east end of the mill where a turbine remains in place.

While the exteriors of some district buildings are quite undorned, most exhibit decorative embellishment at least at the eaves and front entry, and several are rather elaborately detailed. The detailing of Asbury's mostly vernacular buildings derives from several of the architectural styles popular in the 18th, 19th and early 20th centuries. The pronounced impact of the classically based styles of the 18th and early 19th centuries on local builders can be seen in the symmetrical fenestration patterns and floor plans that characterize many district dwellings. More specifically

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Georgian style influences are evident in the Roman ovolo molded architraves, raised paneling, and/or robustly molded cornices of several modest early district dwellings (#s 19, east wing of 48, 53, and 66) and the larger, more high style McCullough House (#90). The latter dwelling (Photo #2) is of particular note for its modillion cornice which is returned on one gable as a pented pediment, a feature typical of early Delaware valley architecture, not commonly found in Warren County. Federal influences are apparent in the fanlighted entries and delicately molded woodwork of the main blocks of two early 19th-century district dwellings, the Richey Farmstead (#48) and the Warne/Castner House (#15). The brick Warne/Castner House evidences an Adamesque refinement in its detailing and is especially distinguished by the blind, round-arched arcading of its Flemish-bond front elevation, a high style Federal motif otherwise unknown in northwestern New Jersey. (Photo #5)

The Greek Revival style strongly impacted district architecture in the middle of the 19th century. The mid 19th-century Academy and Methodist Church, both destroyed by fire early in this century, to judge from extant photographs, were representative local expressions of the style. Their gable-end fronts were articulated as temple fronts with triangular pediments and entablatures supported by six plain pilasters. One village store (#64) was originally had a full-height portico with four square pillar supporting an entablature and projecting gable. Greek Revival features such as wide simple entablatures and corner pilasters, entries with sidelights and transoms, flat-roofed entry porches with entablatures and simple pillars, and/or Grecian ovolo molded trim are common in the district. Examples, ranging from the relatively modest to the more grand, include #s 4, 5, 11, 18, 23, 60, 63, and 73. The c. 1843 Runkle House (#22), the district's largest and most impressive dwelling, is fronted by a full-height portico comprised of six Doric columns supporting a wide plain entablature, a rare domestic example of such a Greek Revival treatment in Warren County, and the only one with classically correct columns. (Photo #s 3, 10-12)

Several of the Victorian and early 20th-century revival styles also influenced village builders. Italianate style motifs, in particular, are found throughout the district. The porches of a number of houses (#s 17, 72, 80, and 89, for example) are supported by square posts with molded capitals and pedestals, and several buildings (such as #s 17, 18, 38, 62, 85, 88 and 89) have bracketed box cornices, in some instances in conjunction with a flat or low

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pitched roof, all features characteristic of the style. (Photo #s 9, 10 & 13) The district's most distinctive Italianate dwellings are the Richey/Bristol House (#23), a 3-bay "cubical villa" with wide bracketed eaves and low-pitched hip roof crowned by a cupola, and the Presbyterian Parsonage (#80), an L-plan type house with bracketed cornice, shouldered window surrounds, pedestaled porch posts, and a concave window hood sheltering a floor-length window which originally opened to a small balustraded porch. The 1868-69 Presbyterian Church (#81) exhibits a combination of Italianate and Romanesque Revival motifs with its flat-roofed belfry and corbel tables. (Photo #6) The Gothic Revival style also left an imprint on Asbury's architecture as seen in the cross gables, raked-headed gable windows, and scalloped bargeboards of dwelling's such as #s 1, 3, 17, 33, 53, and most notably #91, which resembles a pattern book Gothic Revival cottage. (Photo #s 13 & 15) The 1914 Methodist Church (#14) with its polychrome masonry, point-arched tracery windows, and decorative buttresses and pinicals is a rather late example of the Victorian Gothic style. (Photo #4) The Second Empire style is represented by the mansard roof of one house, #43, and the Stick style by the Runkle carriage house, #22, with its stick work ornamented siding. (Photo #14) Two late 19th-century houses (#s 70 and 86) reveal Queen Anne influences in their porches with turned posts and spandrel brackets and overhanging gables and projecting bays with decorative shingling; Queen Anne inspired porches grace a few other houses such as #69. (Photo #8)

Colonial Revival influences are largely limited to the addition of classically detailed porches, most commonly with simple Tuscan columns, to a number of buildings in the early 20th century; #s 2, 8, 9, 19 and 43 are examples. The ornamental cast stone porches added to the hotel (#18) and the general store (#64) are much more elaborately detailed incorporating fluted and banded columns set on rock-faced pedestals. (Photo #s 10 & 13) The impressive memorial gateway erected at Presbyterian Cemetery (#77) in 1908 is a classically detailed composition featuring rock faced stone piers capped by swag-draped urns and elaborate wrought-iron gates. (Photo #7) The village's 1919 elementary school with its pedimented entry bay and multipane sash windows also reveals Colonial Revival influences. The most notable Colonial Revival work in Asbury, however, is the c. 1908 remodeling of the McCullough House (#90) based on the designs of noted Easton architect William M. Michler who was commissioned by the new owner of the property Harry M. Riddle, founder of the Asbury Graphite Company. (Photo #2) Michler's Colonial Revival embellishments include gabled dormers

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with pilasters and "Gothic" sash, the L-shaped porch with entablature and paired Tuscan columns, and the fanlighted entry, as well as several mantels and other interior details.

The Craftsman style was much less popular in Asbury with early 20th-century builders. Two bungalows, #s 13 and 61, exhibit such typical Craftsman motifs as wide overhanging eaves and integral porches with large tapering posts. The former, built in 1926 by the Methodist Church to replace its 19th-century parsonage, is said to be a Sears Robuck mail-order house.

In the following inventory each principal structure and site is identified by a number which locates it on the accompanying district map. All entries are categorized as "contributing" or "non-contributing" to the significance of the district. All out-buildings included in the inventory are identified as contributing or non-contributing with the designation (C) and (NC).

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- 1 Frame, 2-story, gable-roofed dwelling consisting of a 5-bay, single-pile, center-hall-plan main block with modern brick, gable-end exterior chimnies and a lower, 2-bay rear wing.

Style: Gothic Revival influences Date: c. 1860-74
Colonial Revival embellishment

Exterior features include aluminum siding, a central front gable with raked-headed window, overhanging eaves with scalloped bargeboard, 2/2 sash windows with raked-headed and shouldered surround, 6/6 and 1/1 sash windows on the rear wing, and central entry with side lights; the 3-bay front porch with Tuscan columns and scallop-shingled railing is an early 20th-century Colonial Revival replacement.

Contributing B54/L1 Neg # A 1, 2 & 4

- 2 Frame, 2-story, gable-roofed dwelling consisting of a 4-bay, single-pile main block with gable-end chimnies (modern brick exterior furnace flue at east end) and a cross-gabled T-shaped rear ell which appears to be largely of modern provenance

Style: Colonial Revival embellishment Date: c. 1874-85

Among the exterior features are clapboard siding, boxed overhanging eaves with plain frieze, 2/2, 6/6, and 6/3 sash windows with plain trim & louvered blinds, and paired inner-bay entries; the 3-bay front porch with Tuscan columns dates to the early 20th century.

Outbuildings: (1) frame, 2-story, gable-roofed wagon house/barn (mid/late 19th) with vertical siding & modern windows replacing the wagon entries (C); (2) small frame shed (C).

Contributing B54/L2 Neg # A 3, 5 & 6

- 3 Frame, 2-story, gable-roofed dwelling consisting of a 3-bay, single-pile main block with west gable-end chimney (brick stack) and a shed-roofed, 2-story rear wing with 1-story gable-roofed modern appendage.

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c. 1915-40

The exterior features aluminum siding, boxed overhanging eaves, central front gable with raked-headed window, 2/2 & 6/6 sash windows with plain trim and modern shutters. The front entry's pedimented surround and panel door are modern fabric; the gabled side porch probably is early 20th century.

Outbuildings: (1) frame 1-bay garage (mid-20th) with gable-end entry (NC).

Contributing

B54/L3

Neg # A 7 & 8

4

Frame, 2-story, gable-roofed dwelling consisting of a 5-bay, single-pile, center-hall-plan main block with west gable-end chimney (brick stack) and a slightly lower rear wing with shed appendages.

Style: Greek Revival influencesDate: mid-19th

It has aluminum siding, entablature at the front eaves, flush raking eaves, 6/6 sash windows with architrave trim and louvered blinds, and side-lighted entry with vertical panel door; the 1-bay porch with box cornice and square tapered posts was recently rebuilt, replacing a Greek Revival stoop.

Outbuildings: (1) frame, 1-story, gable-roofed shed/out kitchen? (mid/late 19th) with lean-to appendage extending beyond the gable end, clapboard siding, 6/6 sash windows and batten doors; the small "bird-house" cupola probably is a more recent addition (C); (2) cast-iron well pump (late 19th/early 20th) (C); (3) frame, shed-roofed chicken coop (early 20th) (C).

Contributing

B54/L4

Neg # A 9-11

5

Frame, 2-story, 3-bay, single-pile, gable-roofed dwelling with west gableend chimney (brick stack) and a shed-roofed rear wing.

Style: Greek Revival influencesDate: mid19th

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Exterior features include aluminum siding, box cornice with plain frieze, flush raking eaves, 1/1 sash windows with louvered blinds, Victorian semioctagonal bay window on the east gable end, center entry with side lights and paired flanking pilasters (outer pilasters probably survive from Greek Revival stoop), and a Colonial Revival, 3-bay front porch with Tuscan columns and a box cornice with crown and bed molding.

Contributing B54/L5 Neg # A 12

Outbuildings: (1) frame, 2-bay garage (mid 20th) with clapboard siding and gable-end entries with batten sliding doors (NC).

- 6 Frame, 2-story, 3-bay, single-pile, gable-roofed, dwelling with west gable chimney (stuccoed stack), and rear wing; modern exterior furnace flue on east gable end.

Style: Greek/Gothic Revival influences Date: mid 19th

Exterior features include clapboard siding, box cornice, flush raking eaves, 6/6 sash windows with plain trim and modern shutters, central entry with modern glass & panel door, and a 1-bay, flat-roofed entry porch featuring square posts with capitals and bases, wide entablature, scalloped bargeboard, and stoop seats.

Contributing B54/L6 Neg # A 13 & 14

- 7 Frame, 1-story, gable-roofed, dwelling.

Style: ranch Date: mid-19th

Outbuildings: (1) frame, 2-bay, gable-roofed garage (c. 1950s) with gable-end entry and clapboard siding (NC).

Non-Contributing B54/L7 Neg # A 16

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- 8 Frame, 2-story, 5-bay, single-pile, gable-roofed, dwelling with an integral ell at the east rear corner, creating an L-shaped, center-hall-plan, west-gable end and east interior chimnies (brick stacks); the roof is hipped at the SE corner.

Style: Greek Revival influences Date: mid 19th

It has aluminum siding, box cornice with plain frieze, 6/6 sash windows with louvered blinds and 2-panel shutters, side-lighted central entry with glass & panel door; the Colonial Revival gable-roofed entry porch with box cornice, clustered square posts, and stoop seats replaces a Victorian L-shaped porch; modern sun porch on east side.

Outbuildings: (1) frame, 1-bay, gable-roofed garage (c. 1910-30) with glass & panel double-leaf door and clapboard siding (C); (2) frame, gable-roofed well curb (mid 20th) (NC); (3) frame shed (mid 20th) (NC); there is a low concrete retaining wall (early 20th) along the front and several pipe-iron hitching posts, (late 19th/early 20th) (C).

Contributing B54/L8 Neg # A 17 & 18

- 9 Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling with west gable-end chimney (brick stack) and a 2-story, shed-roofed rear wing which projects 1 bay beyond the west end.

Style: Colonial Revival Date: mid 19th, re-
embellishment modled early 20th

Exterior features include asbestos shingle siding, boxed overhanging eaves with crown and bed moldings, 6/6 & 1/1 sash windows with plain trim, one oversized window with leaded-glass upper sash, front entry with glass, 7-light door, and an L-shaped, shed roofed porch with Tuscan columns.

Outbuildings: (1) frame, L-shaped barn/stable (mid/late 19th) with vertical siding, overhanging eaves, gable-hoist overhang, and batten doors (C); (2) small, frame shed (late 19th) with interior chimney (brick stack) & vertical siding (C).

Contributing B54/L10 Neg # A 20-22

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- 10 Frame, gable-roofed, double-pile dwelling consisting of a 1 1/2-story, 5-bay main block (originally 2 stories with evidently a center-hall plan) with bank cellar and east gable-end chimney (brick stack) and a 1 1/2-story east wing with bank cellar.

Style: Greek Revival influences Date: early/mid 19th

Exterior features include clapboard siding, box cornices, flush raking eaves, recesses-paneled pilasters articulating the main block window bays, 6/6 sash windows with architrave trim (Grecian ovolo), a shed-roofed, rectangular bay window with paneled spandrels on the wing, shed-roofed side porch, and batten cellar door.

The upper story was destroyed in a fire some years ago; photographs reveal that the house had a central entry, central cross gable, and L-shaped porch.

Outbuildings: (1) small, frame, gable-roofed double privy (late 19th) with clapboard siding & 6/6 sash windows (C); (2) frame, 2-bay, gable-roofed garage (mid 20th, poss. earlier building remodeled); with board-&-batten siding (NC); two-tier coursed rubble-stone retaining walls along the south and west sides of property.

Contributing B54/L10 Neg # A 23-24 & 36

- 11 Frame, 2-story, gable-roofed, single-pile dwelling with an irregular 3-bay facade and a flat-roofed rear wing which extends 1-bay beyond the south gable end.

Style: Colonial Revival embellishment Date: early 19th

Exterior features include asbestos and permastone siding, flush eaves, 1/1 sash windows with plain trim, L-shaped porch with Tuscan columns

Contributing B54/L12 Neg # B 12

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- 12 Frame, 1 1/2-story, singlepile, gable-roofed, dwelling whose main block evidently consists of a 5bay unit (possibly built in two sections) with gableend chimnies (brick stacks) and a 1bay extension on the south gable end; it has a shedroofed rear appendage.

Style: Greek Revival embellishment Date: early 19th
possibly 18th

The exterior has asbestos siding, boxed overhanging eaves, three gabled dormers, 1/1 and 9/9 sash windows with plain trim, and a shedroofed front porch whose square posts are recent replacments. The transomed front entry has a Greek Revival, verticaltwp panel door probably a mid19th century replacment. The house is traditionally held to be the oldest dwelling in the village.

Outbuildings: (1) two small frame sheds (mid 20th), one shed-roofed, the other gambrel-roofed (NC); (2) mobile home (mid-20th) (NC).

Contributing B54/L14 Neg # B 12 & 16

- 13 Methodist Parsonage. Frame, gable-roofed, 1 1/2-story, dwelling

Style: Craftsman Date: 1925

The exterior features clapboard siding, wide overhanging eaves, gable dormer, 1/1 sash windows with plain trim, rectangular shed-roofed bay window, central entry with glass & panel door, and a shed-roofed porch with arcaded bays and tapering square posts (molded capitals and bases) on brick pedestals.

Church historians claim that it is a Sears and Robuck house and that Rev. Bice (1925-29), a skilled carpenter, did much of the interior finish work. For its construction the house and office erected by Dr. Alfred Gale upon settling in Asbury in 1834 and acquired by the church in the 1890s was torn down (Asbury Bicentennial, pp. 12, 21 & 23).

Outbuildings: frame, 1 1/2-story wagonhouse (mid 19th) with

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shed appendage, vertical siding, and batten doors (C).

Contributing

B54/L16

Neg # B 16

- 14 Methodist Episcopal Church Brick, 1-story, gable-roofed, auditorium-plan church with gable-end front, square pyramid-roofed tower at NW corner, shed-roofed, 3-bay projection on the south side, and a flat-roofed rear addition.

Style: Victorian Gothic

Date: 1914

The 2 1/2-story tower features corner buttresses, entry with double glass & panel doors, paneled tympanum, and point arch of alternating brick and stone voussoirs, open belfry with two lancet windows on each side with matching brick and stone arches and corbel-table sills, and corner pinicals at the top framing an oculus on each side (clock faces now covered) surmounted by eared round-arched gables. Other exterior details include eared, stone capped parapets on the front gable and south projection, crenlation on the north side of the rear addition, a large, point-arched, stained-glass front window with wooden tracery, and smaller point-arched stained-glass side and rear widows several of which have wooden tracery.

This church was erected in 1914 to replace the Greek Revival second church of 1842 which was destroyed by fire. The first church was founded through the efforts of local resident Col. William McCullough and Bishop Francis Asbury. The corner-stone was laid by Asbury in 1796 and the building completed 2 years later.

Outbuildings: expansive graveyard adjoining the church on the north and east is the last resting place of many early residents and contains numerous 19th century stones including the slab monumment of Col. William McCullough (C).

Contributing

B54/L16

Neg. # B 18, 35-36.

- 15 Warne-Castner House 2-story, gable-roofed dwelling, recorded by HABS (NJ-699), consisting of a brick (Flemish and common bond) 7-bay, single-pile main block (5-bay, center-hall-plan section with gable-end chimnies and a 2-bay, 3/4-depth south

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gable-end extension with gable-end chimney) and an earlier and lower, frame, single-pile rear wing with east gable-end chimney.

Style: Federal; Greek Revival
influences

Date: rear wing late
18th main block 1815-
1818, exten. c. 1846

The five 1st-story bays of the main block's original portion are articulated as a blind arcade with shallow, round-arched recesses. Other main block features include a box cornice with gouge-carved frieze, flush raking eaves, 9/6 sash windows with architrave trim, brick header lintels and on the 1846 addition timber lintels, and louvered and paneled shutters, a lunet landing window on the rear, recessed round-arched main entry with panel-lined reveals, delicately molded outer trim with fluted key block, fanlight, and reeded inner pilasters, and panel door. The south-extension entry has a transom, timber-lintel, and vertical two-panel door. The rear wing has clapboard siding and mostly 6/6 sash windows. The interior retains notable early fabric including finely executed mantels, an open staircase, and molded woodwork.

The main portion was apparently built by Elisha S. Warne who bought the property in 1815 for \$500 and sold it three years later for \$1,800. The son of Joseph Warne and his wife Margaret Vliet, a noted local mid-wife and nurse during the Revolutionary War era, he was appointed Brigade Major and Inspector of the Sussex Brigade in 1814, the year of his marriage. The house was purchased in 1818 by the Reverend Jacob Castner who was called to the pulpit of the old Mansfield Presbyterian Church in that year. The 2-bay extension was added in 1846-56 by Augustus J. Richey for his law office (HABS, NJ-669, data sheets).

Outbuildings: (1) frame, shed-roofed shed (mid 20th) with vertical siding (NC).

Contributing

B54/L17

Neg # C 27, F 13 & 14

Frame, gable-roofed, 2-story, store/dwelling with its 2-bay gable-end to the street and a rock-faced concrete block

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foundation.

Style: none

Date: c.1890-1908
poss. earlier & placed
on new foundation

Among the exterior features are aluminum siding, boxed overhanging eaves, 2/2 sash windows with plain trim, rectangular bay window on one side, and shed-roofed porch with turned posts. The front door is a modern replacement.

According to local historians it housed a variety of commercial uses including a milliner, butcher, hairdresser, paper hanger, veterinarian, and post office as well as a residence.

Outbuildings: (1) concrete block, 1-bay garage (mid 20th) (NC).

Contributing

B54/L18

Neg # C 29, 30 & 32

- 17 Frame, 2-story, gable-roofed dwelling consisting of a 5-bay, single-pile, center-hall-plan, main block with north gable-end chimney (brick stack) and a 2-bay rear ell, gable-roofed rear wing with appendage.

Style: Italianate/Gothic Revival
influences

Date: 1860-74

It has a central cross gable with raked-headed window, bracketed cornice with returns and frieze that is carried on the raking eaves, 2/2 sash windows with raked cornices, and a recessed front entry with panel-lined reveals, side lights, transom, and glass & panel door. Flat-roofed, 1-bay porches with box cornice, spandrel ornament, and square posts with slender shafts, larger shoulders and pedestals, and applied moldings shelter the front entry and another on the north side of the ell. Aluminum siding is a recent alteration.

Outbuildings: (1) frame, 1-story, gable-roofed shed (mid/late 19th) (C); and (2) frame, gable-roofed barn/wagon house (mid/late 19th with vertical siding, overhanging eaves, and modern gabled garage appendage (C).

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Contributing

B54/L19

Neg # C 29-31 & 33

- 18 American House. Frame, 3-story, flat-roofed, 5-bay, double-pile, center-hall-plan hotel/tavern with paired side-wall chimnies (brick stacks) and a 2-story rear wing with appendages.

Style: Italianate Influences

Date: c. 1850-74

The exterior, recently covered with aluminum siding, has a bracketed cornice, 1/1, 2/2 & 3/3 sash windows, and a central entry with side lights, transom, and glass & panel door (round-arched upper lights). The full-width front porch retains its early flat roof and box cornice; the concrete deck and four elaborate concrete columns are early 20th century replacements. The Ionic columns, whose fluted shafts are broken by plain bands, are set on rock-faced pedestals. A doorway opens to the porch's roof deck which had an elaborate cast-iron railing, now removed

Outbuildings: (1) frame, 2-story, gable-roofed stable (mid/late 19th) with vertical siding, batten sliding doors, and small appendages (C).

Contributing

B54/L20

Neg # C 34-36

- 19 Frame, 2-story, 3-bay, gable-roofed, single-pile dwelling with gable-end chimnies (stacks removed) and a 2-story rear addition.

Style: Georgian influences,
Colonial Revival embellishment

Date: early 19th,
poss. late 1700s

Exterior features include aluminum siding, large molded box cornice, flush raking eaves, 2/2 sash windows with architrave trim (Roman ovolo outer molding), central entry with glass & panel door, and a hip-roofed porch with Tuscan columns.

Outbuildings: (1) small frame shed (mid 20th) (NC).

Contributing

B54/L22

Neg # D 4 & 5

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- 20 Frame, 2-story, gable-roofed, 5-bay, single-pile, center-hall-plan dwelling with gable-end chimnies (brick stacks) and shed-roofed rear appendage.

Style: none

Date: mid 19th

Exterior features include aluminum siding, overhanging eaves, 2/2 sash windows with plain trim, central entry with glass & panel door, and a hip-roofed, 3-bay porch whose square posts are a recent replacement of Tuscan columns.

Contributing

B54/L23

Neg # D 5

- 21 Frame, 2-story, gable-roofed, dwelling consisting of a 5-bay, single-pile, center-hall-plan main block with paired interior chimnies (brick stacks), modern exterior brick chimney on the south end, and a rear wing.

Style: Queen Anne/Colonial Revival
influences

Date: late 19th or
earlier & remodeled

It has clapboard siding, decorative shingling on the gables, box cornice with frieze that is carried on both gables as a pented pediment, 1/1 sash windows with plain trim and louvered shutters, central entry with glass & panel door. The entry's stick-bracketed gabled hood is a 20th-century replacement of a 3-bay porch with turned posts and spandrel brackets.

Outbuildings: (1) frame gable-roofed shed (late 19th) with board & batten siding and box cornice with returns; (2) frame privy or shed (late 19th/early 20th) with vertical siding and batten door (C). The 1874 atlas indicates that the large yard to the north of this house (or its predecessor) was occupied by L-shaped wheelwright and blacksmith shops of W. Potts; the latter also owned the house.

Contributing

B54/L24

Neg # D 6 & 7

- 22 Daniel Runkle House. Frame, dwelling consisting of a 2 1/2-story, low-hipped-roofed, 5-bay, double-pile, center-hall-

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plan main block with a 2-story portico and paired end-wall chimnies (brick stacks) and a 3-bay, 2-story, single-pile south wing with low-pitched gable roof and gable-end chimney (brick stack).

Style: Greek Revival

Date: c. 1846-50

The monumental full-width, full-height portico which dominates the front has six Doric columns and a wide entablature which continues around the main block eaves with eyebrow widows (screened by decorative cast-iron grills) piercing its frieze. Other features include flush siding on the front of the main block and first story of the wing, clapboard siding elsewhere, mostly 6/6 sash windows with architrave trim, large 1-light lower sash replacements in the main block's floor-length 1st-story front windows, panel shutters, and a shed-roofed wing porch with box cornice and large square posts with molded caps and bases. The main block's front entry retains its Greek Revival surround of plain pilasters simple cornice; the double-leaf panel door and stained glass transom are Victorian replacements.

The interior retains much early fabric including Grecian-ovolo molded woodwork and doors, pilastered marble and wooden mantels; elaborate Victorian double parlors with Rococo Revival marble mantels and plaster ceiling, a tin bathtub in attic, and a cast iron furnace, patterned in 1870s, in the cellar.

Outbuildings: (1) frame, 4-bay, 2-room plan out kitchen/wash house (c. 1846-50) with low-pitched hip roof, interior chimney (brick stack), clapboard siding, box cornice with frieze, 6/6 sash windows, and end-bay entries with transom and panel doors; at the east end is a slightly lower 2-bay addition with box cornice, corner pilasters, and batten-doored entry (C); (2) brick hip-roofed privy (mid-19th) (C); (4) frame, 1 1/2-story, gambrel-roofed, Stick-style carriage house/stable (c. 1880-1890) with clapboard siding and shingle siding with stick-work panel divisions, box cornice, pedimented gable with stick-work "half-timber" ornament, a louvered cupola with weathervane, gable dormers, 6/1 and 4/4 sash windows, and gable end entry with batten sliding doors (C); (4) frame chicken coop/shed (late 19th) (C). The street front of the property is bordered by a cast iron fence (c. 1870s)

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with octagonal finial-capped posts and spear-tipped pickets (C); the name "F. F. Drinkhouse" is stamped on each post; he was an iron manufacturer at Phillipsburg at least as early as 1872 (Snell p. 561) and owner of the Vulcan Iron Works.

The house was built by Daniel Runkle on property acquired by from his father-in-law William Richey in 1846. Runkle was a grandson of pioneer settler William Runkle from whom he received a considerable inheritance which assisted his pursuit of a successful career in business and real estate. He was one of the founding directors and owners of the Warren Foundry and Machine Company at Phillipsburg in 1856 and for many years beginning in 1864 was president and treasurer of the company. (Snell, p. 561).

Contributing

B54/L25

Neg # D 16 & 17

F 18-20

23

Richey/Bristol House Frame, 2-story, 5-bay, double-pile, center-hall-plan dwelling with a low-pitched hip roof, paired end-wall chimnies (one brick stack survives), and small 1-story wing with shed appendage at the SE corner.

Style: Greek RevivalDate: c. 1840-50

The exterior features clapboard siding, full entablature at the eaves, recess-paneled corner pilasters, 6/6 sash windows with architrave trim, paneled shutters on the first story, central entry with side lights, transom, and panel door, and a 3-bay flat-roofed porch with entablature and square posts with molded capital and bases. The wing has a simple shed-roofed porch.

Oubuildings: (1) small frame shed (late 19th/early 20th) with vertical siding and batten door (C); (2) frame, 1-story garage (mid-20th) which may replace or incorporate the first story of a small barn (NC).

Built on a lot acquired by Catherine Richey in 1848 from William Richey (her fatherinlaw or father); the house was inherited by her daughter Anna Richey Bristol who built the gates at Presbyterian Cemetery in honor of her parents, gave the tower clock to the Methodist Church, and bequeathed a large endowment to Warren Hospital in Phillipsburg NJ. (War-

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ren Deeds book 31, page 32)

Contributing

B54/L26

Neg # D 20-22

24

Brown/Wyckoff House. Frame, 2-story, 3-bay, double-pile, center-hall-plan, dwelling with a low hip roof, squat flat-roofed cupola, and rear wing; extending from the rear is a large modern 1 and 2-story office wing.

Style: Italianate

Date: c. 1855-60,
c.1960s & 1991

The exterior of this dwelling, now housing the office of the Asbury Graphite Company, features include wide boxed eaves with block modillions and frieze, recess-paneled pilaster strips at the corners and articulating the side-wall window bays, box cornice and bands of small square windows on the cupola, mostly 1/1 sash windows with plain trim, semi-octagonal bay windows on the sides, central entry with diamond-muntin side lights and transom and flanking pilasters, and a flat-roofed porch with paired square posts with molded caps and bases. Old photographs indicate that the porch had a roof deck railing and the front windows (originally floor-length on the 2nd story as on the first) had diamond-muntin sashes. Asbestos shingles cover flush siding. The modern addition is detailed with pilaster strips and low-pitched roof to complement the original.

It evidently was built by Dr. Robert B. Brown who practiced in Asbury between 1846 and 1861 and bought the lot on which it stands from the estate of William Richey in 1855; the property was subsequently occupied by lawyer Martin Wyckoff. (Warren Deeds book 43, page 172)

Contributing

B54/L24

Neg # D 26

25

Frame, 1-story, gable-roofed dwelling.

Style: ranch

Date: c. 1960s

Non-Contributing

B54/L30

Neg # D 32

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- 26 Frame, 2-story, gable-roofed dwelling with a 4-bay, gable-end south front, 4-bay west elevation with central cross gable, two interior chimnies, and an east-side addition.

Style: Victorian influences

Date: c. 1860-74

Now occupied as a duplex, it has aluminum siding, boxed overhanging eaves, mostly 4/4 and 2/2 sash windows with plain trim, and north and south gable-end entries and porches (north with square posts, south enclosed) which were added c. 1920-40. An early post card depicts a 1-bay porch and entry roughly centered on the west side.

Outbuildings: (1) frame, 2-bay garage (mid 20th) with concrete-block and frame shed appendage (NC).

Contributing

B50/L1 & 2

Neg # D 33

- 27 Post office Brick and concrete-block, 1-story, flat-roofed office building.

Style: none

Date: c. 1962

Non-Contributing

B50/L3

Neg #

- 28 Frame, 1-story, gable-roofed dwelling with basement garage and 1-story, 2-bay rear garage wing.

Style: Colonial Revival influences

Date: mid-20th

It has a 1-bay, gabled front porch with columns on pedestals.

Non-Contributing

B50/L6

Neg # D 28, E 31

- 29 Frame, 2-story, gable-roofed, single-pile, 4-over-5-bay, dwelling (probably a 4-bay unit with 1-bay east extension) with east gable-end chimney (brick stack), west gable-end exterior furnace flue, and shed-roofed, 2-story rear addition.

Style: none

Date: mid 19th

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Exterior features include boxed overhanging eaves, wood shingle siding, 6/6 sash windows with plain trim, and an inner-bay entry with modern Colonial Revival pediment.

Outbuildings: (1) frame, gabled privy (late 19th/early 20th) with small cupola ventilator, overhanging eaves, clapboard siding, and small open-sided appendage (C); (2) frame, 1-story, gable-roofed, stable/barn (mid/late 19th) with board & batten siding (C); (3) concrete-block foundation of building under construction (NC).

Contributing B50/L5 Neg # D 30-31, E 33

- 30 Frame, 2-story, gable-roofed, 2-over-3-bay, single-pile dwelling with exterior, west-gable end furnace flue and 2-story, shed-roofed rear addition.

Style: none Date: mid 19th

Exterior features include aluminum siding, boxed overhanging eaves, double 1/1 sash windows, and a central entry.

Contributing B50/L7 Ne # D 29

- 31 Bruno's Restuarant Frame, 2-story, 4-bay, gable-roofed
building with rock-faced, concrete block foundation, rear
 lean-to, east gable end chimney (brick stack) and a large 1-
 story addition to the north and east.

Style: none Date: c. 1915-30
& c. 1960-70

The exterior features overhanging eaves, wood shingle and asbestos shingle siding, mostly 1/1 sash windows, and a pent roof across the front. Replacing (or possibly incorporating in part the blacksmith shop depicted on the 1909 Sanborn map), it was substantially enlarged and renovated in more recent years.

Non-Contributing B48/L27 Neg # D 34, E 118

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- 32 Frame, 2-story, gable-roofed, 4-bay, single-pile, dwelling.
with shed-roofed rear addition and small, gabled appendage on
the north gable end.

Style: Colonial Revival influences Date: c. 1852-60

The exterior, reworked in recent years, has aluminum siding,
flush eaves, mostly 1/1 sash windows with plain trim, inner-
bay entry with glass & panel door, and hipped front porch
with box cornice and Tuscan columns.

Outbuildings: (1) frame, 2-story wagon house/stable (mid/late
19th) with vertical siding and batten doors (C).

Contributing B48/L26 Neg # E 9 & 10

- 33 Frame, 2-story, gable-roofed, single-pile, 4-bay dwelling
(set perpendicular to the road) with gable-end chimnies
(brick stacks), a shed-roofed, east-gable-end appendage
which extends 1-bay beyond the south front and a small
appendage at the NE corner of the latter.

Style: Gothic Revival influences Date: c. 1852-60

Exterior features include clapboard siding, central front
cross gable with simple bargeboard, 6/6 sash windows with
plain trim, inner-bay entry with glass & panel door, and a 3-
bay porch with bracketed box cornice, cutwork posts, and
spandrel "arcading" with central pendant.

Outbuildings: (1) small frame gabled shed (late 19th/early
20th) engulfed by a shedroofed appendage and vertical siding
(NC).

Contributing B48/L25 Neg # E 11

- 34 Frame, 2-story, gable-roofed, single-pile dwelling with
asymmetrical 3-over-4-bay facade, interior chimney (brick
stack) and a modern, 1-story, south-gable-end garage attached
by a breeze way.

Style: none Date: 19th, rebuilt

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mid 20th

Among the exterior features are asbestos siding, flush eaves, 6/6 and 1/1 sash windows with plain trim, a modern picture window, an off-center entry with modern door, and a flat-roofed porch with modern posts and enclosure at one end.

It is said to incorporate a barn which was enlarged and rebuilt after fire destroyed the dwelling (the former Methodist Parsonage) at the front of the lot.

Non-Contributing B48/L24 Neg # E 23

- 35 Frame, 3-bay, 2-story, single-pile dwelling with north gable-end chimney (brick stack) and shed-roofed rear appendage.

Style: none Date: c. 1852-60

Exterior features include asbestos shingle siding, overhanging eaves, 1/1 sash windows, and a central entry with glass & panel door and pediment with scroll-work ornament; the entry porch has been removed.

Outbuildings (1) frame, 2bay garage (mid 20th) with clapboard siding (NC).

Contributing B48/L23 Neg # E 24

- 36 Frame, 3-bay, 2-story, single-pile dwelling with shed-roofed rear appendage.

Style: none Date: c. 1852-60

Exterior features include clapboard siding, box cornice with returns that is carried on the raking eaves, 6/1 and 1/1 sash windows, and a central entry with glass & panel door; the entry porch has been removed.

Contributing B48/L22 Neg # E 25

- 37 Frame, 2-story, gable-roofed, 4-bay, double-pile, probably

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center-hall-plan, dwelling with gable-end chimnies (brick stacks to the front of the ridge) and a 2-story, semi-octagonal bay window at the south end bay.

Style: late Victorian/ Colonial
Revival influences

Date: c. 1900, poss.
earlier & remodeled

Exterior features include aluminum siding, boxed overhanging eaves, a small, gabled dormer, 6/1 sash windows with plain trim, central entry with glass & panel door, and a 3-bay, hipped porch with square posts with molded caps and bases.

Outbuildings: (1) concrete block, 2 bay, hiproofed, garage (mid 20th) (NC).

Contributing

B48/L22

Neg # E 26

38

Frame, 5-bay, 2-story, single-pile, center-hall-plan, flat-roofed dwelling with gable-end chimnies, shedroofed rear ell with appendages, and modern attached garage.

Style: Italianate influences

Date: mid 19th

Among the exterior features are aluminum siding, bracketed box cornice, 6/6 sash windows, and a central entry with side lights and panel door; entry stoop and picture window are modern alterations.

Contributing

B48/L21

Neg # E 27

39

Frame, 3-bay, 2-story, gable-roofed dwelling with rear wing.

Style: none

Date: c. 1925

It has asbestos siding, overhanging eaves, 1/1 sash windows and hiproofed front porch.

Outbuildings: (1) two small, frame, gabled sheds (c. 1925) with asbestos shingle siding (C); (2) frame, 1 bay, hiproofed garage (c. 1925) with asbestos shingle siding (C).

Contributing

B48/L 20

Neg # Neg # E 28

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- 40 Frame dwelling consisting of a 2-story, gable-roofed, 6-bay, single-pile main block (4-bay section with brick-stacked, gable-end chimnies and a 2-bay east extension) with east gable-end shed appendage and rear wing.

Style: none

Date: mid 19th

It has overhanging eaves, clapboard siding, 6/6 and 1/1 sash windows, and an enclosed, shed-roofed front porch.

Outbuildings (1) frame, 1-story, gable-roofed shed, possibly an out kitchen and/or wood shed (late 19th) (C); (2) frame, gable-roofed wagon house (mid/late 19th) with battendoored, gableend entries, clapboard siding, and sidewall corn crib (C); (3) small frame, hip-roofed shed, possibly a pump house (early 20th) (C); (4) frame, 1story shed (19th/early 20th) with clapboard siding (C); (5) frame, 2story shed (19th/early 20th) with vertical siding (C); (6) frame, 2story stable (19th) with vertical siding and batten doors (C); (7) very long, concreteblock and frame, gambrel-roofed dairy barn (c. 1947, to replace barn destroyed by fire) with clapboard siding, small shed dormers, metal cupola ventilators, a small gambrelroofed milk house on the north side and a concrete silo at the NW corner (NC); (5) very long, frame, wire-sided corn crib (mid 20th) (NC); (6) frame equipment shed (mid-20th (NC).

Contributing

B48/L 20

Neg # E 32, 34-35

- 41 Frame, 2-story, 5-bay, single-pile, center-hall-plan, gable-roofed dwelling, set perpendicular to the street, with gable-end chimnies (brick stack & terra cotta pot stack) with rear and west gable-end appendages.

Style: Carpenter Gothic embellishment

Date: mid 19th

Exterior features include overhanging eaves with scalloped bargeboard, clapboard siding, mostly 6/6 sash windows, central front entry, and a wrap-around porch, square posts, stick spandrel brackets, and jig-saw-cut railing.

Outbuildings: (1) frame, 3-bay bank barn (mid-19th) with

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overhanging eaves, clapboard siding, batten doors, sash windows; metal cupola ventilators and block shed appendage are 20th-century additions (C); (2) frame 1 1/2-story wagon house (mid/late 19th) with gable-end entries, shed appendage, and vertical siding (C).

Contributing B57/L8.02 Neg # 21-22, 29-30

- 42 Frame, 2-story, 2-bay, gable-roofed dwelling with a 2-over-3-bay, gable-front, shed-roofed rear appendage that extends 1-bay beyond the south side, and a smaller shed appendage on the north side.

Style: Colonial Revival influences Date: c. 1900

Among the exterior features are aluminum siding, overhanging eaves, 2/2 sash windows with plain trim, central front entry with glass & panel door, and a shed-roofed porch with Tuscan columns.

Outbuildings: (1) two small, frame sheds (early 20th) (C).

Contributing B57/L6 Neg # E 19-20

- 43 Frame, 2 1/2-story, mansard-roofed, 3-bay, double-pile, side-hall-plan dwelling with 2 and 1-story, gable-roofed rear additions.

Style: Second Empire influences Date: c. 1870-74
Colonial Revival embellishment

Exterior features include aluminum siding, gabled dormers with raked cornices, box cornice (brackets removed), 1/1 sash windows (replacements), transomed entry, and porch with box cornice and Tuscan columns.

Outbuildings (1) concrete-block garage (mid 20th) (NC).

Contributing B57/L5 Neg # E 14-15

- 44 Frame, 2-story, 3-bay, single-pile, gable-roofed dwelling

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with gable-end chimnies (brick stacks) and rear wing.

Style: Gothic Revival influences Date: c. 1860-74
Colonial Revival embellishment

It has clapboard siding, overhanging eaves, and central front cross gable, 2/2 sash windows with molded cornices, transomed central entry with glass & panel door, and a hipped, 3-bay porch with Tuscan columns and modern horizontal railing.

Outbuildings: (1) frame, 2-story, gable-roofed wagon house/stable (mid/late 19th) with vertical siding, sash windows, and batten doors (C).

Contributing B57/L4 Neg # E 13 & 17

- 45 Frame, 2-story, 3-bay, single-pile, gable-roofed dwelling with shedroofed rear wing.

Style: none Date: c. 1874-90

Exterior features include clapboard siding, box cornice with returns that is carried on the raking eaves, 2/2 sash windows with plain trim, central front entry, and rebuilt shed-roofed porch.

Outbuildings: (1) several small frame and sheet metal, jerry-built sheds (NC).

Contributing B57/L3 Neg # E 13

- 46 Frame, 2-story, 3-bay, single-pile, gable-roofed dwelling with 1 and 2story rear appendages.

Style: none Date: c. 1860-74

Now much reworked and converted into a duplex, it has aluminum siding, overhanging eaves, 1/1 sash windows with plain trim, large modern windows flanking the paired central entries, and a modern entry deck.

Non-Contributing B57/2 Neg # E 13

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- 47 Frame, 3-bay, gable-roofed overshot bank barn with large perpendicular stable ell at the SW corner, and two-part ell at the NW corner.

Style: none

Date: mid 19th

It has clapboard siding, louvered and 9/6 sash windows, sliding batten doors, and batten doors on strap hinges; the NW ell has a gable hoist overhang and modern garage doors.

Outbuildings: (1) frame, 1 1/2-story wagon house (mid/late 19th) with gable-end entries, clapboard siding and batten doors (C); (2) small frame, gable-roofed shed (late 19th/early 20th) with exterior brick chimney, clapboard siding and banded 9-light windows (C); (3) frame, 1-story, gable-roofed shed (early 20th), built in at least two sections, with vertical siding, batten doors and sash windows (C). (4) frame, 1-story, gable-roofed shed (late 19th) with overhanging eaves, board and batten siding and batten doors (C). (5) frame, 1-story, gabled wagon shed (mid/late 19th) with batten-doored, gable-end entry (C); (6) long, low, open-fronted equipment shed (early 20th) with asymmetrical roof (NC).

The house associated with the barn complex, judging from old photographs a frame, 2-story structure of 18th or early 19th century date, stood just to the east facing the road and was demolished about 1970.

Contributing

B57/L1

Neg # E 3, 7-8

- 48 Frame, gable-roofed dwelling, which evidently was enlarged from east to west; consisting of a 3-bay, 2-story, single-pile, side-hall-plan main block with west gable-end chimney (brick stack), a 1 1/2-story, 3-bay, double-pile, 3-room-plan east wing (built in two parts) with bank cellar and gable-end chimnies (brick stacks), and a 2-bay, 1 1/2-story, 1-room-plan west wing with gable-end chimney (brick stack).

Style: Georgian & Federal influences

Date: 18th, early
19th, & c. 1825-45

It has aluminum and clapboard siding, box cornices, flush raking eaves, 9/6, 6/6 and 2/2 sash windows, some with architrave trim, fanlighted main-block entry with molded surround

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and flush-bead, 6-panel door hung on strap hinges, rebuilt shed-roofed porch on the east wing, and batten-doored cellar entry. It retains considerable early interior fabric including several fireplaces, random flooring, Georgian-derived woodwork in the east wing, and Federal woodwork in the main block.

It is the homestead of the Richey family, property acquired by them in the mid 18th century.

Outbuildings (1) small, stone, gable-roofed spring house (19th) (C); (2) large, frame bank barn (late 19th) with small stable ell at the SE corner, and stone-walled barnyard; the metal ventilators, stable recess enclosure, adjoining concrete silo, and asbestos shingle siding are mid-20th century alterations (C); (3) frame, 1 1/2-story wagon house (mid/late 19th) with bank cellar, shed appendage and clapboard siding (C). (4) Frame, 1-story, wagon-shed (late 19th/early 20th) with shed appendage, gable-end entry and clapboard siding (C). (5) two small frame chicken coops (mid 20th) (NC).

Contributing

B57/L34.02

Neg #

49

Rock-faced, concrete-block, 3-bay, hip-roofed, 2-story duplex dwelling.

Style: Colonial Revival influences

Date: c. 1920-30

Exterior features include boxed overhanging eaves, 1/1 sash windows with plain trim, semi-hexagonal bay windows on the sides and paired inner-bay entries; the front porch with Tuscan columns was recently removed.

Outbuildings: (1) Frame, gambrel-roofed dairy barn (c. 1925-45) with overhanging eaves, novelty siding, gable-hoist overhanging and rock-faced cement block milkhouse (C); (2) frame, gable-roofed wagon house (late 19th/early 20th) with vertical siding & batten sliding doors (C); (3) frame, 1 1/2-story, stable/caw barn (early 20th) with gable hoist overhang & batten-doored entries (C); (4) frame equipment shed (mid 20th) with vertical siding (NC).

Contributing

B56/L33

Neg # E 5

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- 50 Frame, 2-story, 4-bay, single-pile, gable-roofed dwelling with west gable-end chimney (brick stack) and cross-gabled rear addition.

Style: Colonial Revival influences Date: mid 19th,
rear wing c. 1990

The exterior fabric of this house, which recently was enlarged and extensively reworked, includes new clapboard siding, 1/1 sash windows with multipane insets, inner-bay entry with panel door, box cornice and flush eaves; it had a shed-roofed porch with turned posts.

Outbuildings: (1) frame, 1-story, gable-roofed garage mid 20th) (NC).

Non-Contributing B56/L33.02 Neg # E 5

- 51 Frame, 1-story, gable-roofed dwelling.

Style: Colonial Revival Date: c. 1990
embellishment

Outbuildings: (1) Frame metal-side equipment shed (c.1990) and adjoining greenhouses (NC).

Non-Contributing B56/L26 Neg #

- 52 Frame, gable-roofed, 2-story, 4-bay, single-pile dwelling with gable-end chimnies (brick stacks) and flat-roofed, 2-story rear wing.

Style: Greek Revival influences Date: mid 19th

Exterior features include clapboard siding, box cornice with returns and frieze that is carried on the raking eaves, 2/2 sash windows with plain trim, paired inner-bay entries, and a 3-bay porch with box cornice and turned posts; the entries flank a small modern window and are flanked by modern picture windows.

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Outbuildings: (1) Frame, 2-bay, gabled garage (c.1990)
NC. (2) concrete-block and frame 2-bay, flat-roofed garage
(mid 20th) NC.

Contributing

B56/L32

Neg. # E 2

- 53 Brick, 2-story, 2-bay, gable-roofed dwelling with gable front facing the road and a stone foundation.

Style: Italianate

Date: c. 1860-74

It has a built-up box cornice with brackets, frieze and returns that is carried on the raking eaves, mostly 6/6 sash windows with timber lintels, bracketed cornices above the front windows, transomed entry with panel door, and a porch box cornice and square posts on pedestals; the porch's shed roof was added above the original flat roof.

Contributing

B56/L31

Neg # E 1

- 54 Frame, 2-story, L-shaped, cross-gabled dwelling with rear ell, interior chimney (brick stack) and a rear shed appendage.

Style: Gothic Revival influences

Date: c. 1874-85

Exterior features include clapboard siding, overhanging eaves, wall dormers with steeply pitched gables and shingled triangular pediments above the windows, 2/2 and double 1/1 sash windows with plain trim, molded hood above one of the latter, and a hip-ended porch whose shingled railing and square posts are an early 20th-century reworking.

It evidently occupies the site of the community's octagonal schoolhouse which burned between 1860 and 1874.

Outbuildings: (1) Frame garage (mid-20th) (NC). (2) Frame shed (mid 20th) (NC).

Contributing

B56/L30

Neg D 37, E 1

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- 55 Frame, 2-story, gable-roofed, 5-bay, single-pile dwelling
(evidently a 3-bay unit with 2-bay east extension) with west
gable-end chimney (exposed stone back & brick stack) and a 2-
story rear wing.

Style: Georgian influences, Greek
Revival/Italianate embell.

Date: early 19th,
poss. 18th enlarged
mid 19th

Exterior features include clapboard siding, box cornice with
frieze and returns that is carried on the raking eaves, 2/2
sash windows, ovolo-molded architrave trim on the three upper
front west windows, and a transomed center entry with archi-
trave trim and modern glass & panel door. The 1-bay, flat-
roofed entry porch has an entablature and early attached rear
posts with shoulder moldings; modern alterations include the
front posts, a tripartite picture window, shutters, and alu-
minum siding on the west gable end.

Contributing

B56/L29

Neg # 35-36

- 56 Frame, 2-story, gable-roofed, single-pile dwelling (evidently
a 2-over-3-bay unit with south gable-end chimney and a 1-bay
south-gable-end extension) with a small rear appendage.

Style: none

Date: mid 19th,
perhaps earlier

It has aluminum siding, boxed eaves, 6/6 and 6/1 sash windows
with plain trim, inner-bay entry, and new porch.

Outbuildings: Frame, 1-bay garage (mid 20th) (NC).

Contributing

B56/L28

Neg # D 27

- 57 Frame, 2-story, 3-bay, "salt box" profiled, gable-roofed
dwelling.

Style: Colonial

Date: c. 1990

Non-Contributing

B56/L 27

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- 61 Frame, 1-story, gable-roofed, 3-bay dwelling with gable-end chimney (brick stack).

Style: Craftsman

Date: 1915-30

Among its exterior features are clapboard & wood shingle siding, overhanging eaves, shed dormer, 1/1 sash windows, central entry with glass & panel door, and a shed-roofed porch with square posts on rock-faced concrete block piers.

Outbuildings: (1) frame, 2-bay garage (mid 20th) (NC).

Contributing

B56/L20

Neg # D 14

- 62 Frame, 2 1/2-story, flat-roofed, 4-over-5-bay, single-pile dwelling with end-wall chimnies (corbelled brick stack) and rear shed appendage.

Style: Italianate influences

Date: mid 19th

Exterior features include clapboard siding, built-up box cornice with widely spaced, "spear-tip" brackets and wide frieze pierced by eyebrow windows, 1/1 sash windows with plain trim, central entry, hipped porch with box cornice and new posts.

Outbuildings: (1) frame, 1 1/2-story, gable-roofed shed (late 19th) with modern shed front appendage with overhead garage door (C).

Contributing

B56/L19

Neg # D 12 & 13

- 63 Frame, 2-story, gable-roofed dwelling consisting of 4-over-5-bay, single-pile main block with gable chimnies (brick stacks, north exposed stone back), 2-story rear wing, and shed rear appendage.

Style: Greek Revival influences

Date: c. 1800-40

It has asbestos shingle siding, box cornice, nearly flush

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raking eaves, 6/6 and 2/2 sash windows with plain trim, rectangular bay window on the south side, a central entry, and a 3-bay, flat-roofed porch with entablature and Tuscan columns with exaggerated entasis.

Outbuildings: (1) frame, 2-bay gable-roofed garage (mid 20th) (NC).

Contributing

B56/L18

Neg # D 10-11, F 17

64

Frame, gable-roofed, 1-story store with gable-end front and rear gable-end extension.

Style: Colonial Revival embellishment Date: mid 19th,
remodled 1908-20

It has clapboard siding, flush eaves, false front with board & batten siding covering the front gable, transomed central entry with glass door flanked by store windows sized down within the original frames and recess-paneled pilaster strips at both ends and a recessed porch with fluted and banded "Tuscan" columns on rock-faced, concrete-block pedestals.

It was rebuilt after a fire destroyed the upper story; old photographs indicate that it had a 2-story Greek Revival temple front with square pillars.

Outbuildings: (1) Concrete-block gabled shed (mid 20th) (NC).

Contributing

B56/L17

Neg # D 9

65

Frame, 2-story, gable-roofed, 2-bay, single-pile dwelling. with south gable-end chimney (stuccoed brick stack with water table and drip cap) and a 2-story rear wing.

Style: none

Date: early/mid 19th

Exterior features include aluminum siding, box cornice with returns and frieze that is carried on the raking eaves, 1/1 sash windows, & a south-side entry & modern screened porch.

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Contributing

B56/L16

Neg # D 8

66

Frame, 2-story, gable-roofed, single-pile dwelling, set back from and perpendicular to the street, consisting of 3-bay section with west-gable-end chimney (large stuccoed stack) and a 1-bay, west gable-end extension,

Style: Georgian influences

Date: late 18th/
early 19th, en-
larged mid 19th

Exterior features include clapboard siding, flush eaves, 6/6 and 2/2 sash windows with Roman-ovolo molded and plain trim, and off-center south front entry with modern glass and panel door. The street front (1-over-3-bay) has a central entry with 4-panel door, and shed-roofed porch with chamfered square posts.

Historical maps indicate that a small shop, occupied by a barber in 1908, stood to the front at its SE corner.

Outbuildings: (1) frame, gambrel-roofed garage (mid-20th) (NC).

Contributing

B56/L15

Neg # D 2

67

Frame, 2-story, 5-bay, single-pile, gable-roofed dwelling (possibly built in two sections) with shed rear appendage.

Style: none

Date: mid 19th,
perhaps earlier
in part

Exterior features include asbestos siding, overhanging eaves, 6/6 sash windows with plain trim, and a central entry whose stick-bracketed, hipped hood is a c. 1920s alteration. The banded flanking windows are perhaps more recent alterations as is the concrete porch deck with iron railing.

Contributing

B56/L14

Neg # D 1

68

Asbury Graphite Offices/Post Office Stuccoed, concrete-block,

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2-story, 3-bay, hip-roofed office building with 1-story,
flat-roofed rear addition.

Style: Colonial Revival/Mission
influences

Date: c. 1905-08,
enlarged c. 1920-40

Exterior features include slate roof with eared metal ridge
cresting, wide overhanging eaves, terra cotta tile capped
parapet on the rear wing, 1/1 sash windows with plain trim,
and a hip-roofed entry vestibule. Old photographs indicate
that the beneath the stucco the walls are rock-faced concrete
block and that the vestibule was an open porch with paired
Tuscan columns on rock-faced pedestals. It has been converted
into a dwelling.

Outbuildings: (1) frame gambrel-roofed garage (mid 20th)
(NC).

Contributing

B56/L13

Neg # B 37

69

Frame, 2-story, gable-roofed, 5-bay, single-pile, center-
hall-plan dwelling with south gable-end chimney (brick
stacks) and a rear wing.

Style: Queen Anne influences

Date: mid/late 19th

It has clapboard siding, overhanging eaves, 2/2 sash windows
with "denticulated" cornices and louvered shutters, central
entry with glass & panel door, and a 3-bay shed-roofed porch
with spindle frieze and turned posts.

Outbuildings: (1) 3-bay, concrete-block garage (mid 20th)
(NC).

Contributing

B56/L12

Neg # B 37

70

Frame, 2-story, hip-roofed, 3-bay dwelling with central chim-
ney (brick stack), 2-story semi-octagonal projection sur-
mounted by a gable on the south end-bay of the front, a
similar projecting bay on the south side, and a small rear
appendage.

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Style: Queen Anne influences

Date: c. 1890-1908

Exterior features include clapboard and wood shingle siding, boxed overhanging eaves, gable dormer, 1/1 sash windows with plain trim, center entry with glass & panel door, and a hipped front porch with turned posts and ballusters.

Outbuildings: (1) frame, 2-story, gable-roofed wagon house (late 19th) with vertical siding and gable-end entries with batten sliding doors (C).

Contributing

B56/L11

Neg # B 37, C 1

71

Brick, 5-bay, 2-story, hip-roofed elementary school with a narrow projecting, 2 1/2-story central entry pavilion.

Style: Colonial Revival influences

Date: 1919

Now occupied as a dwelling, it has a box cornice with returns, eared round arched gable with date stone on the central bay, triple 6/1 sash windows with cast stone lintels and sills, and a central entry with side lights and double glass & panel doors. It occupies the site of the c. 1840s Greek Revival Academy which was destroyed by fire.

Outbuildings (1) modern wind generator (NC).

Contributing

B56/L9

Neg # C 25

72

Frame, 2 1/2-story, 3-over-5-bay, single-pile, gable-roofed dwelling with a rear wing.

Style: Italianate influences

Date: c. 1852-60

Exterior features include aluminum siding, overhanging eaves, 1/1 sash windows (floor-length 1st-story front windows, transomed center entry, flat-roofed porch with box cornice and square chamfered posts with cap, shoulder, and knee moldings.

Outbuildings: (1) frame 1-bay garage (c. 1915-35) (C).

Contributing

B56/L8

Neg # B 24

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- 73 Frame, 2-story, gable-roofed, 4-bay, duplex dwelling with shed-roofed rear wing.

Style: Greek Revival embellishment Date: c. 1852-60

Now covered with asphalt shingle siding, it has an entablature under the front eaves and paneled corner pilasters, 6/6 and 2/2 sash windows, and a shed-roofed entry porch (now enclosed) with shingled railing which probably dates to the early 20th-century.

Outbuildings: (1) frame privy (19th/early 20th) with vertical siding (C).

Contributing B56/L7 Neg # B 20 & 23

- 74 Frame, 2-story, 3-bay, single-pile, gable-roofed dwelling with gable-end chimnies (brick stacks) and a shed rear appendage.

Style: none Date: c. 1874-90

Exterior features include aluminum siding, overhanging eaves, 2/2 and 1/1 sash windows, an end-bay entry, and a shed-roofed porch with square posts.

Outbuildings: (1) frame 2-story wagon house/stable (late 19th) with vertical siding (C).

Contributing B56/L5 Neg # B 18-19

- 75 Frame, 1-story, gable-roofed dwelling.

Style: none Date: mid-20th

Exterior features include clapboard siding and 1/1 sash windows

Non-contributing B56/L4 Neg # B 17

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76 Frame, 2-story, 3-bay, single-pile, gable-roofed, dwelling
with 1 1/2-story rear wing.

Style: Italianate influences

Date: c. 1860-74

Exterior features include slate roof with metal cresting, clapboard siding, boxed overhanging eaves, 6/6 and 2/2 sash windows, very-wide central entry with double doors, flat-roofed 1-bay porch with box cornice and fluted Tuscan (cast iron?) columns and an entry onto the roof deck with glass & panel door.

According to local informants, it was occupied by a funeral director/caretaker for the cemetery next door, which might explain the oversized doorway.

Outbuildings: (1) three frame and concrete-block garages (mid 20th) (NC).

Contributing B56/L3

Neg # B 15 & 16

77 Asbury Presbyterian Cemetery.

Style: none

Date: 1860-74

Square cemetery plot containing many substantial 19th and early 20th-century grave monuments, including several large obelisks, marking the graves of many prominent local families and individuals. It is enclosed with a cast-iron picket fence and a rubble stone wall on the south and west, and the substantial entrance gateway consists of four rock-faced stone pedestals topped with stone urns ornamented with swags and connected by low curved rock-faced walls with cast-iron picket fencing; the gates are segmentally arched and incorporate elaborate curvilinear wrought ironwork, most notably in the surmounting cresting. The gateway carries the following inscription on a bronze plaque: "Erected by Anna C. Richey Bristol in loving memory of her Father John Godley Richey, Her Mother Catherine Richey, Her Brother William Richey AD 1908."

Contributing

B56/L1 & 2

Neg # F 22-24

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- 78 Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling
with gable-end chimnies (brick stacks) and a rear wing.

Style: Italianate influences

Date: c 1874-85

It has clapboard siding, overhanging eaves with scalloped bargeboard, 2/2 sash windows with plain trim, central entry with transom and glass & panel door, and a 1-bay shed-roofed entry porch with box cornice, saw-tooth edged frieze, and square chamfered posts with applied moldings. The wing's flat-roofed has similar posts.

Outbuildings (1) frame double privy (late 19th) with boxed overhanging eaves, clapboard siding and panel doors (C).

Contributing

B55/L19

Neg # C 12 & 14

- 79 Frame, 1-story, gable-roofed, ranch dwelling.

Style: none

Date: c. 1965-75

Non-Contributing

B55/L18

Neg # C 12

- 80 Frame, 2-story, gable-roofed, bi-level dwelling,

Style: none

Date: c.1980-90

Non-contributing

B55/L14

- 81 Presbyterian Parsonage Frame, 2 1/2-story, gable-roofed dwelling consisting of a 4-bay, L-shaped main block with interior chimney (brick stack) and a rear wing.

Style: Italianate

Date: c. 1876-1882

Exterior features include clapboard siding, box cornice with paneled frieze, end brackets, and returns that is carried on the raking eaves with smaller modillions, 2/2 sash windows (round-headed in the gables and floor-length on the 1st-story

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front) with crossetted architrave trim, a double round-headed 1/1 sash window with bracketed and shouldered hood on the east-gable end above a semi-octagonal bay window, a bracketed concave hood with bargeboard above the paired 1st-story front west windows, paired transomed front entries with glass & panel doors (evidently reworked upon duplex conversion of the house), and a flat-roofed porch, rebuilt in recent years, but which encorporates a section of original cornice and one pair of chamfered square posts on pedestals at its west end. Old photographs indicated that the hooded west windows were fronted by a balustraded deck.

According to Snell's" county history, the parsonage was erected during the pastorate of Rev. George W. Thomson (1876-85) at a cost of \$3,000.

Outbuildings: (1) attached to the rear of the house is a frame, 1 1/2-story out kitchen (c. 1876-81) with overhanging eaves and clapboard siding (C).

Contributing B55/L12 Neg # C 11, 13, 21-22

82 Presbyterian Church Brick, gable-roofed church with a stuccoed raised basement story, pressed-brick 3-bay gable-end front with projecting flat-roofed square tower, and 5-bay side elevations.

Style: Italianate/Romanesque
Revival

Date: 1868-69

Rather sensitively converted into condominiums, the church retains most of its original exterior detailing which includes a main cornice with returns and frieze carried on the raking eaves, pilaster strips and corbel tables articulating the window bays, attenuated flat-headed windows with raked, denticulated cornices with ears and end brackets and on the front 12/12 sashes (6/6 sashes divided by a plain spandrel were installed in the side windows during the residential conversion), modded cornices and belt courses on the tower, paired louvered belfry windows with cornices like those of the other windows, and a main entry with similar cornice and double glass & panel doors. The stuccoed stone podium before the entrance has a paired flight of dog-leg steps, cut-stone

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capping, and cast-iron railing consisting of turned posts with finials and curvilinear "spandrel brackets" and plain round rails. A datestone is inscribed "Asbury Presbyterian Church Erected 1868."

Outbuildings (1) frame, 2-story, gable-roofed wagon house (late 19th, converted into a dwelling) with overhanging eaves, clapboard siding, sash windows (C).

Contributing B55/L11 Neg # C 6-10 & 26

- 83 Frame, 2-story, gable-roofed, 5-bay, double-pile, center-hall-plan dwelling

Style: Italianate influences Date: c. 1874-1985

The exterior has clapboard siding, boxed overhanging eaves,

2/2 sash windows with plain trim, transomed entry with double glass & panel doors, and flat-roofed porch with chamfered square posts.

Contributing B55/L10 Neg # C 5

- 84 Frame, 2-story, 3-bay, L-shaped gable-roofed, dwelling with interior chimney (brick stack) and rear appendage.

Style: Gothic Revival/Italianate influences Date: c. 1874-85

Exterior features include clapboard siding, boxed overhanging eaves, 2/2 sash windows (some segmentally arched) with eared & raked corncies, raked-headed gable windows, double 1/1 sash segemntally arched upper west front window with bracketed cornice, below which is a semi-octagonal bay windows, double panel doors with transom, and a porch with bracketed cornice and square posts (probably replacements).

Outbuildings: (1) frame, 2-story, gable-roofed wagon house (late 19th, enlarged early 20th) with hipped garage appendage, overhanging eaves, and asbestos shingle siding (C).

Contributing B55/L9 Neg # C 3 & 4

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- 85 Frame, 5-bay, 2-story, single-pile, center-hall-plan, shed-roofed dwelling with end-wall chimnies (brick stacks) and a rear wing.

Style: Italianate influences

Date: c. 1852-60

Exterior features include clapboard siding, built-up bracketed box cornice, 6/6 sash windows with architrave trim, entry with side lights, transom, and 4-panel door, and a small flat-roofed entry porch with bracketed cornice, octagonal front posts with capitals (bases replaced in brick) and plain attached rear pilasters.

Outbuildings: (1) frame, 2-bay garage (mid 20th) (NC).

Contributing

B1001/L10

Neg # F 12

- 86 Frame, 2-story, gable-roofed, probably side-hall-plan dwelling with 3-bay gable-end front, octagonal-ended, 2-story south projecting bay with overhanging gable, interior chimney (brick stack) and rear appendage.

Style: Queen Anne influences

Date: c. 1890-1908

It has aluminum siding, box cornice with returns that is carried on the raking eaves, 1/1 sash windows, and a 2-bay side porch (the remnant of wrap-around porch) with turned posts and balusters and spandrel brackets. The gabled entry porch is modern; its turned posts may be recycled.

Outbuildings: (1) small frame shed (20th) with aluminum siding (NC).

Contributing

B55/L6

Neg # B 34

- 87 Smith's Horse Barn Frame, barn complex consisting of a 2-story, 2-bay, gable-fronted portion to the south (possibly a store house moved back on the lot), a 2-story, gambrel-roofed north portion with gable ell at the NW corner, and 1 and 2-story connecting sections.

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Style: none

Date: late 19th/
early 20th

The exterior of this badly deteriorating complex features clapboard and vertical siding, overhanging eaves, 2/2 and 6/6 sash windows with plain trim, batten sliding stall and wagon doors and small stall windows across the street front. The interior is said to retain a lift for raising carriages to the upper story.

The complex and horse dealing/livery stable business were owned by four generations of the Smith family. The "Asbury Hotel" which stood on the front of the lot in 1874 had disappeared by the early 1900s, and by 1908 there were four gable-front frame commercial buildings on the site (from south to north: a social hall, general store, much smaller marble works, and a repository) with a number of barns and outbuildings to the rear. The existing structure probably incorporates some of these structures, notably the gambrel-roofed section and the long narrow gable-fronted south section which resembles the repository as depicted in old photographs.

Contributing

B55/L6

Neg # B 32 & 33

88

Brick, 2-story, 5-bay, gable-roofed, single-pile duplex dwelling with stone foundation, gable-end chimneys (stacks removed), 2-story shed-roofed wing at south end of rear, and frame 1-story appendage to the latter's north.

Style: Italianate influences

Date: c 1860-74

Exterior features include bracketed box cornice with returns that is carried on the raking eaves, 2/2 sash windows with plain trim, and an central double 1/1 sash window above the central entry. The present front door replaces a double entry with glass-&-panel doors which suggests that the house was formerly, perhaps originally a duplex; the front porch is a recent replacement of a 2-bay porch with bracketed cornice.

Outbuildings: (1) concrete-block garage (c. 1980s) (NC).

Contributing

B55/L5

Neg # A 15, F 5

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doors hung on butt hinges, several mantels with molded surrounds and cornices, and the wing's wide timber-linteled fireplace. An early photograph reveals that the wing's front appendage was a porch with elliptically arched opening.

The architrave trim of most main block windows (or at least the outer molding), many of the sashes, and the narrow recess-paneled pilasters at the two main block front corners appear to be mid-19th-century. Probably contemporary with this work are the cross hall and dressing rooms in the northwest corner of the second story which have Greek Revival vertical two-panel doors and architrave trim with Grecian ovolo moldings.

Colonial Revival features include gabled dormers with round-headed "Gothic" sash windows, the front entry with tracery fanlight, flankining pilasters, cornice, and double doors, the L-shaped porch with entablature and paired Tuscan columns, and the bay window and shed entry hood of the rear elevation. The projecting entry bay of the porch had an elaborate roof balustrade. Drawings for this renovation (which included interior work as well), prepared by noted Easton, Pennsylvania architect William M. Michler and dated April, 1908, survive in the possession of the present owner.

Outbuildings: (1) frame, gable-roofed privy (mid/late 19th) with roof ventilator, clapboard siding, & panel-doored entry, door (C); (2) stone & poured concrete ice house (early 20th) with frame gables, small ventilation cupola, & batten-doored entry, (C); (3) frame, 3-bay bank barn (early/mid 19th) with 2-bay west gable-end extension, clapboard siding, batten doors hung on strap hinges, & a 1-story garage/stable ell (early 20th) (C); stone retaining walls on east & south.

Contributing

B55/L3

Neg # A 34-35; B 20-24

Col. William McCullough, Asbury's early landed proprietor and entrepreneur, is credited with building this house. Bishop Francis Asbury visited McCullough on several occasions, and presumably at his residence. It was occupied for some time around 1860 as a girls' boarding school. It was the summer home of Thomas McElrath, published of the New York "Tribune," and his family between 1868 and 1882, and was acquired by Harry M. Riddle, founder of the Asbury Graphite Company, who

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- 89 Brick, 2-story, 5-bay, gable-roofed, single-pile dwelling with stone foundation, gable-end chimneys (brick south stack, north removed), 2-story shed-roofed wing at north end of rear, and frame 1-story appendages to the latter's south.

Style: Italianate influences

Date: c. 1850-74

It has a bracketed box cornice with returns that is carried on the raking eaves, 2/2 sash windows with plain trim, a double, 1/1 sash window, and a wide central entry with double glass-&-panel door centered on the 2nd-story front. The 3-bay front porch retains its bracketed box cornice with molding outlined, "shouldered" frieze and square rear posts with molded capitals and pedestals; the turned front posts, railings, and concrete porch deck are modern replacements.

Contributing

B55/L4

Neg # B 31, F 3

- 90 McCullough/McElrath/Riddle House Frame, 2-story, gable-roofed, dwelling consisting of a 5-bay double-plie, center-hall plan main block which evidently began as a 3-bay, side-hall-plan house with interior chimney (brick stack) and acquired a 2-bay single-pile west extension with gable end chimney (brick stack) which was enlarged to the rear; to the west is a 2-bay 2-story, single-pile wing with gable-end chimney (brick stack) and shed-roofed, L-shaped appendage (in part an enclosed porch).

Style: Georgian influences, Greek &
Colonial Revival embellishment

Date: late 18th, re-
modeled mid 19th,
c. 1908 & in 1965

Exterior fabric includes clapboard siding (some of which appears to be bead-edged), a modillion-bracketed main block cornice returned on the east gable as a pented pediment simple box cornices on west wing, flushing raking eaves on west gables of main block and wing, mostly 6/6 sash windows with architrave trim on the main block and plain trim on the wing, and a variety of paneled shutters of different dates. Among the early interior features are architrave door (shouldered) and window trim with Roman ovolo moldings, raised-panel doors

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purchased the property in 1908 and commissioned its Colonial Revival remodeling (Snell, page 708; Warren County Deeds 74/130 and 185/7).

- 91 Frame, 1 1/2-story, 3-over-4-bay, hip-roofed dwelling with steeply pitched gables on east and north sides (similar gables on the south side have been removed), a gabled projecting bay at the north end of the front, and small square cupola.

Style: Gothic Revival

Date: c 1869-74

It has clapboard siding, overhanging eaves with bargeboards, 2/2 sash windows with louvered blinds, a central entry with double doors and transom, and a 3-bay porch with foliated spandrel brackets and square posts.

It is said to have been built as a guest house by Thomas McElrath whose wife purchased the McCullough house in 1868.

Contributing

B55/L15

Neg # B 2 & 25

- 92 Hoffman Grist Mill Stuccoed stone, 3 1/2-story, gambrel-roofed grist mill with 1-story flat-roofed concrete block and frame addition on the west side and a small appendage on the north front.

Style: none

Date: 1863

Exterior features include boxed overhanging eaves, hoist overhang in the north gable above four stacked entries with batten Dutch doors, another gable hoist above stacked entries on the east side, mostly regularly spaced windows with timber frames (sashes removed), and several "star" anchor bars ends. A plaque mounted in the south gable is inscribed:
"Asbury, built 1863."

Built by J.M. Hoffman in 1863 on the site of the community's earlier mill, it was acquired by Harry M. Riddle in 1895 and converted into a graphite factory which, it is said, utilized the old mill works. Elements of the mill's hydro system are said to survive under the abutments of the new bridge.

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Contributing

B55/L1

Neg # A 27 & 30

B 26, 27 & 29

93

Concrete-block, 1-story, 4-bay store house with a very low pitched gable roof embanked ground story incorporates the stone bank foundation of earlier structure; the east end chimney has a stuccoed stack.

Style: noneDate: early 20th
lower level, 19th

It has a small box cornice, blocked windows, and a wide ground-story entry with batten sliding door. In the early 20th-century, the building was occupied as a bakery. The 1874 map indentifies the structure on its site, which probably incorporated the stone ground story, as a store and post office, "Smith & Hasard, prop." with blacksmith and wheel-right shops to the east.

Contributing

B53/L1

Neg # A 31

94

Asbury Graphite Laboratory Concrete-block, 2-story, 3-bay, flat-roofed building.

Style: noneDate: c. 1925-40

The stuccoed structure has a split terra cotta tile capped parapet which is stepped on the front elevation and paired upper-story entries (north one blocked up) and one lower entry boarded-over windows; the entries are reached by iron-railed concrete staircase leading from the bridge. A sign mounted on the front wall edentifies it as the "Laboratory."

Built on the site of a woolen factory destroyed by fire in 1881. Asbury Graphite Co., founded in 1895 by H. M. Riddle, Sr.

Contributing

B30/L 7

Neg # A 28 & 29

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- 95 Asbury Bridge and Mill Dam Reinforced steel-deck concrete
bridge Replacing two iron truss bridges on the site passes
over the stone two-part mill dam; the modern bridge
incorporate stonework surviving from earlier bridges and
related mills buildings.

Style: none

Date: bridge c. 1980,
dam 19th

Non-Contributing (bridge)
Contributing (dam)

Neg # A 25 & 26

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Significant Persons continued

Harry M. Riddle

Daniel Runkle

Bishop Francis Asbury

Thomas McElrath

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Asbury possesses significance in the areas of community development, architecture, religion, industry, politics/government, and commerce. The village exemplifies the small agglomerate settlements that proliferated throughout the region in the 18th and 19th centuries to serve its dispersed agricultural population, but whose growth was arrested when by-passed by 19th-century transportation innovations. The district has architectural significance as an assemblage of mostly 19th-century buildings whose construction, form, detailing, and spatial organization are representative of the rural region's vernacular architecture in that era, as well as for several buildings of individual distinction. The community's religious significance is due to its Methodist congregation, the first in northwestern New Jersey to organize and the second to build a church, and its association with Bishop Francis Asbury, a founder of American Methodism, who laid the corner stone of the pioneer church in 1796 and in whose honor the village was renamed. Local entrepreneur Col. William McCullough, who played a key role in establishing the church and in the early development of the community, was a significant figure in the area of politics and government, having held public office at both the local and state level and served as a county judge for over thirty years. While McCullough was the first to fully exploit the community's water power site, Asbury's industrial significance stems from its grist mill, the only one of its water-powered industrial buildings to survive, and the graphite milling business established there in 1895 by Harry M. Riddle, a rare instance of the adaption of one of the region's many small water-powered mills for what became an important 20th-century industry. Asbury also was home to one of Warren County's most prominent 19th-century industrialists, Daniel Runkle, a founding director and long time president of the Warren Foundry and Machine Company in Phillipsburg, NJ. Another 19th-century resident of Asbury, Thomas McElrath, who made his summer home there in the 1870s, was a significant figure in the field of publishing, as publisher of the New York Tribune, the influential and successful daily newspaper of which Horace Greeley was editor. The village also possesses commercial significance because of its store and hotel, physical documents of the important economic and social roles of such establishments in a small rural community.

While a tavern was established at what later became Asbury in 1763, it was not until the 1780s when a grist mill was built there that a village began to develop. With the construction of a church in 1796-98 and the establishment of a number of industrial and commercial enterprises around that time, the settlement emerged as

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a place of local importance. Favored by its location at an ample water power site and surrounded by a fertile agricultural district, the community flourished in the early 1800s and continued to grow in the middle decades of the century, attracting individuals of some wealth and enterprise. At a time when the movement of people and goods was largely limited to horse-drawn conveyances, such small communities provided the region's isolated rural population with almost its only centers for commercial and social activity. Although the Jersey Central Railroad passed through the Musconetcong Valley in 1852 and a station was established on the line about one mile south of the village, Asbury experienced little development after the 1870s, overshadowed by other communities in the region more favored by transportation connections. Except for the graphite mill started in 1895 and more recent residential development scattered at its outskirts, the village has grown little since that time.

As a result Asbury has managed to preserve much of its 19th-century character. The vast majority of the district's buildings were built c. 1800-75, although several pre-date 1800 and a few more date to the early 20th century. The distinctive historical character of the village results from the survival of these buildings, their linear organization with varied spacing and setback, and their juxtaposition with the surrounding open countryside. These resources --mostly dwellings with attendant outbuildings, but including a number of industrial, commercial and institutional structures-- are in general well preserved and exhibit relatively few modern alterations. Collectively they possess architectural significance. Their form, construction, detailing, and siting provide a representative illustration of the rural region's essentially vernacular architecture in the first three-quarters of the 19th-century. The grist mill (#92), typical of the area's early industrial buildings, is a small-scale structure of unadorned utilitarian design, and dwellings such as #s 2, 4, 5, 27, 44, 48, 52, 57, 66, and 90 exemplify the traditional house types and construction practices found in the region. The influence of popular architectural styles is readily apparent in the design and/or detailing of many district buildings. For example, houses like #s 6, 19, 33, 43, 48, 53, 62, 63, 73, and 84 are essentially vernacular structures of traditional or popular type embellished with Georgian, Federal, Greek Revival, Italianate, and/or other of the styles current between the late 18th and early 20th centuries.

Several district buildings are of individual note and testify

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to the relative prosperity and sophistication of a number of village owners. The McCullough/Riddle House (#90), a double-pile side-hall-plan dwelling dating to the late 1700s which was subsequently enlarged to a full center-hall plan, exhibits relatively high-style Georgian detailing, including a modillion cornice and locally rare pentad gable pediment, and rather sophisticated Colonial Revival embellishment designed by noted Easton, Pennsylvania architect William M. Michler in 1908. The c. 1815-18 Warne/Castner House (#15), an outstanding brick version of the single-pile center-hall-plan type, evidences an Adamesque refinement in its detailing and is especially distinguished by the blind arcading of its front elevation, a Federal motif otherwise unknown in Warren County. The Daniel Runkle House (#22), the district's largest and most impressive dwelling which was built c. 1846 in the Greek Revival style, is fronted by a full height portico, a rare domestic example of such a treatment in Warren County and the only one with Doric columns. Complemented by a cast-iron yard fence, Greek Revival out kitchen, and Stick-style carriage house, it presents a striking image of a 19th-century rural capitalist's residence. The 1914 Methodist Church is notable as an uncommon rural example of the auditorium plan church type and, with its polychrome masonry, point-arched tracery windows, and decorative buttresses and pinnacles, as a rather late example of the Victorian Gothic style.

In addition to the important Paleo-Indian archaeological resources known to exist at Asbury at the Plenge site (near the southwest corner of the district), the environs of district buildings like the grist mill (#13), a mill seat since the 1780s, and houses like the Richey Homestead (#48) may have potential to yield important archaeological information about the area's 18th and 19th-century material culture.

European settlement of the Musconetcong Valley of northwestern New Jersey began in the second quarter of the 18th century, initiated largely by pioneer agriculturalists of English, Scotch-Irish, Dutch, and German stock. While the pioneers typically were tenants or squatters on property acquired by absentee owners through New Jersey's system of proprietary landholding, freeholders who purchased the land which they settled and improved also were present and in the second half of the 18th century became more common as absentee owners sought to divest themselves of their holdings, often unprofitable or difficult to manage.¹ The site of Asbury forms part of the Stanbury Tract, a 1,250-acre parcel fronting for about three miles on the north side of the Musconetcong

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River surveyed in 1715 at the request of Nathan Stanbury by right of warrents vested in his wife Mary, daughter of Daniel Wills and widow of Thomas Olive, both of whom were West Jersey Proprietors.² When settlement first occurred on the Stanbury Tract is unknown. According to a 19th-century source, however, the earliest settlers around Asbury were the Richeys and the Woolevers, and members of both families acquired title to portions of the Stanbury Tract in the middle of the 18th century.³

In the 1740s and 1750s, the heirs of the Mary Stanbury divested themselves of their Musconetcong Valley holdings by several conveyances. A 200-acre tract just west of Asbury and including the sites of farmstead #s 48 and 49 was purchased by John Richey in 1741 for 50 pounds. The five hundred acres to the east, including the village site, were sold to Peter Woolever sometime before 1754, although the deed of conveyance was not made until 1755.⁴ While both men may have been tenants on the property for sometime before their purchases, documentary evidence suggests that both previously lived to the south in Amwell Township, Hunterdon County.⁵ Richey's Musconetcong Valley homestead evidently was farmstead #48, and the 1881 county history claims that Woolever "built a log house near the Asbury Mills" as his residence, possibly located at #10.⁶ While Richey held onto his acquisition until his death in 1777, Woolever subdivided his property, beginning the day after receiving title when he sold its northwestern quarter, including all of the village site north of the "great road" (Kitchen Road/Route 623), to Christian Cummins who evidently settled there.⁷ A smaller tract of about 30 acres to the south of the road was acquired by Joseph Park in the 1760s by two purchases, one in 1763 from John and Sarah Holden and the other from John McMullin in 1768; both parties presumably had received title from Woolever sometime before. Park opened a tavern on the property which he described in his 1763 tavern licence petition as "a very convenient place for a public house...being very commodiously situated for that business on the great road...and well furnished (with) pasture and middow (sic)."⁸ By 1786 there was a "smith's shop" on the premises, and the tavern remained in operation into the early 1800s.⁹

In 1781, Peter Woolever sold a 2-acre lot on the river to Adam Hall upon which he erected a grist mill, giving the nascent community the place name of Hall's Mill. Hall advertised the property for lease in 1787, describing its improvements as "a grist mill and commodious house," but sold it in 1792 to William McCullough.¹⁰ The following year, Woolever disposed of what apparently was the

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remainder of his holdings, including all of the land between the mill lot and Park's tavern, to William Runkle. Two years later Runkle sold the land between the mill and the tavern to Daniel Hunt who on the same day conveyed the portion west of what is now Main Street and an L-shaped lot to the east to William McCullough.¹¹

It was largely due to the efforts of Col. William McCullough that the mill hamlet of Hall's Mill became the thriving village of Asbury. William McCullough (1759-1840), the son of prominent Musconetcong Valley landowner and Revolutionary War officer Captain Benjamin McCullough, also saw service in the War (his military title resulted from a later militia appointment) and, according to secondary sources, settled at Hall's Mill in 1784.¹² McCullough became a large landowner, acquiring considerable property in the area, and is credited with greatly expanding milling operations at Asbury. In addition to purchasing Hall's grist mill, he established a second grist mill, a saw mill, and an oil mill on the south side of the river. By 1821, his mill complex on the south bank of the Musconetcong had grown to include a plaster mill and a distillery (probably extant by 1811), and a woolen factory was built there on a lot sold by him to Thomas H. and James D. Higgins in 1812.¹³

Converted to Methodism in 1786 and a staunch supporter of that faith, Col. McCullough hosted Bishop Francis Asbury on several of his missionary visits to the neighborhood and was the driving force behind the construction of the community's first church, the second Methodist church built in northwestern New Jersey, erected on the site of the present church (#14) on a lot purchased from Daniel Hunt for 15 pounds.¹⁴ The corner stone of the pioneer church was set in place on August 9, 1796 with the assistance of the Bishop, who recorded the occasion in his journal, at a ceremony marked by hymns and prayers "after a good meeting at Brother McCullough's." The community was renamed Asbury in honor of the Bishop and the event. The church proved to be too small for the crowds attending the quarterly meetings, forcing the congregation to hold the April 16, 1800 meeting in William McCullough's barn.¹⁵

In addition to his business and religious interests, McCullough had a long career of public service. He was county freeholder for Mansfield Township in 1797 and served in the New Jersey state assembly in 1793-99 and legislative council in 1800-03. He was appointed judge of the Sussex County Court of Common Pleas in 1803 and continued in that position for Warren County (created from Sussex in 1824) until 1838.¹⁶

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Asbury's growth quickened in the early 19th century after the public road to the mill was relocated from the Richey/Woolever boundary line to the McCullough/Hunt boundary, present day Main Street, in 1800. During the first decade of the century nearly all of Daniel Hunt's and William McCullough's frontage along the new road was subdivided into small lots and sold, establishing a linear development pattern.¹⁷ Deed references indicate that dwellings and "shops" existed on several of these lots at the time of their subdivision, and it is likely that early houses such as #66, the rear wing of #15 (both of which face south, not toward the road), and #12 were among them. That the village had a school by this time seems clear from deed references to the "school house lot," located on the west side of Main Street at what is now the School Street intersection.¹⁸ Considerable new construction evidently occurred in Asbury during the early 1800s; an 1804 tavern license petition described the place as a "growing village," and on an 1807 visit Bishop Asbury noted the presence of "about forty houses in or near (the) village."¹⁹

Joining its pioneer agriculturalists and industrialists, a number of businessmen, artisans, and professionals established themselves at Asbury in the late 18th/early 19th-century period. Daniel Hunt, Asbury's other early landed proprietor, was a merchant, and his "mansion house" and store house stood on or near the site of #10, which probably replaced his dwelling. Another store is said to have been built in 1810 by Silas Dunham, (purportedly on the site of the American House, #18, but more likely just to the north on the lot occupied by #20), and a second tavern was licensed in 1804 to William Johnson in a house which he rented "near Col. William McCullough's mills" (probably on the Asbury Hotel site, #87).²⁰ Methodist minister Johnson Dunham, a son-in-law of Daniel Hunt and most likely Silas Dunham's relative, also is credited with pursuing a mercantile career at Asbury and became the community's first postmaster upon the establishment of a post office in 1812.²¹ Two doctors made their residence at Asbury in the late 1700s, Ezekiel Holmes, who acquired and evidently settled on the Lshaped lot adjoining Parks, and John Ball, another son-in-law of Daniel Hunt, whose house stood on the site of the Methodist parsonage (#13).²² The village also attracted a number of artisans; it had a hatter before 1802, a tailor in 1805, and a cabinet maker by 1807.²³ By the end of the 19th century's first decade, Asbury clearly was a thriving, prosperous settlement, a fact perhaps grudgingly recognized by Bishop Asbury in his 1811 observation "were it not for the brewing and drinking miserable

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wiskey, Asburytown would be a pleasant place."²⁴

While bypassed by the region's 19th-century turnpike and canal building boom and receiving only limited railroad connections in the 1850s, Asbury experienced modest growth in the middle decades of the century and prospered as a service center for the surrounding agricultural community. According to Gordon's 1834 Gazeteer of the State of New Jersey the village,

lying in a deep and narrow valley on rich limestone soil, contain(ed) a Methodist Church, 2 grist mills, 1 saw mill, an oil mill, a woolen factory, 1 tavern, 3 stores, and about thirty dwellings. ²⁵

Writing in 1844 Barber and Howell described Asbury as a "flourishing village...contain(ing) 2 stores, 1 plaster, 1 saw, 1 fulling, and 2 grist m., a woolen factory, several mechanics, a Methodist church, and about 40 dwellings."²⁶ Coverlets woven at Asbury in the 1830s and 1840s, no doubt at the woolen factory, survive in several local collections.

In 1836 Col. McCullough sold most of his Asbury holdings, including the entire mill complex, to his sons-in-law Isreal Dissoway of Newark and William Van Antwerp of New York City. Two years later Dissoway and Van Antwerp divided the property, the latter receiving the northern grist mill and the woolen factory (which McCullough had repurchased in 1832) and the former the remaining industrial holdings on the south side of the river. The mill seat was reunited in one ownership by David Hoffman who acquired Dissoway's holdings in 1850 and Van Antwerp's mill in 1857. Hoffman later conveyed portions of the complex to his sons, selling the mill on the north side of the river to his son James M. Hoffman in 1864.²⁷ Joseph Park's lot was purchased by John Richey, Jr. in 1813 and in the 1835 intestate partition of Richey's landholdings formed part of his son William's share.²⁸ Most of the Park property was subsequently acquired by William Richey's son-in-law Daniel Runkle who, gaining title to the major portion of Daniel Hunt's land (which after his death in 1810 had been divided among his heirs) and other lands on the north and west sides of the village, became Asbury's principal landed proprietor in the mid 19th century.²⁹

Daniel Runkle (1823-90) was the grandson of pioneer settler

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William Runkle from whom he received a considerable inheritance which assisted his pursuit of a successful career in business and real estate. In the 1850 census his real estate holdings were valued at \$50,000, more than twice that of any of his neighbors, and the porticoed Greek Revival house (#22) he built in Asbury around that time clearly reflects his position as the community's wealthiest and most prominent resident.³⁰ In 1856 he helped organize and capitalize the Warren Foundry and Machine Company at Phillipsburg, New Jersey, one of Warren County's most important 19th-century industries. Owning a major share of the company, he was one of its original directors and for many years beginning in 1864 served as its president and treasurer. Runkle later became involved in a number of other successful business ventures including several gas and water companies around the state, he also was a trustee and benefactor of the Asbury Presbyterian Church. At his death his wealth was estimated at over \$1,000,000.³¹

That the middle decades of the 19th-century were a prosperous time for Asbury is attested to by the residential, commercial, and institutional development which occurred then. The village spread northward along Main Street with residential construction along its east side. In addition to Daniel Runkle's house, two other substantial dwellings were erected on the former Park property in the 1840s and 1850s, a simpler Greek Revival house (#23) by Runkle's sister-in-law Catherine Richey and an Italianate cubical villa (#24) by Dr. Robert B. Brown, and by 1860 a number of more modest houses were built north of Kitchen Road.³¹ In the 1850s Asbury grew eastward with the construction of about a half dozen houses on the road to New Hampton (Maple Avenue), and two dwellings were built on newly opened School Street. Several other dwellings were built on School Street in subsequent decades, most notably the c. 1876-82 Presbyterian parsonage (#81), and houses were erected on the west side of Main Street north of Kitchen Road after 1860.³²

That Asbury had some attraction as a place of residence in the period is attested to by the fact that Thomas McElrath, publisher of the New York Tribune, made his summer home there during the post Civil War era. Thomas McElrath (1807-88), a Williamsport, Pennsylvania native whose early New York career included a lucrative law practice and election to the state assembly, assumed business management of the Tribune, a new New York City newspaper, in 1841 with Horace Greeley as editor. During their celebrated partnership, which lasted for several decades with a short hiatus in 1857-64, the Tribune rose to a nationally recognized

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"position of social and political leadership."³³ McElrath acquired the McCullough homestead, identified as his residence and farm in the 1874 county atlas, in 1868 and retained ownership of the property (title actually was vested in his wife) until 1882.³⁴

Asbury also witnessed religious and educational development in the mid 19th-century period. An academy was built on School Street in the 1840s under the auspices of the Rev. James Lewes, minister of the nearby Musconetcong Valley Presbyterian Church. Church services were held on the upper story of the Greek Revival building, and classes below; it became a public school about 1868 after the octagonal district schoolhouse (located on the Bloomsbury road) burned down. Around 1860 Pine Grove Seminary, a short-lived girls' boarding school, was opened in the former McCullough house.³⁵ In 1842, the Methodists replaced their dilapidated pioneer house of worship with a new church, another Greek Revival structure. A Presbyterian congregation organized in 1860 and in 1868-69 built a substantial brick church (#82), exhibiting fashionable Italianate/Romanesque design influences, on a School Street lot donated to it. The Presbyterians also established a cemetery (#77) at the end of School Street around 1860.³⁶ A village improvement society was active in the period, raising money for projects, one of which was the installation of slate sidewalks, by social events held in the Academy.³⁷

Asbury's commercial and industrial activity also increased moderately in the middle decades of the 19th-century. A second hotel, the American House (#18, was built in the 1850s, and by 1860 a "shoe manufactory" was established by Jacob Weller (site #21) and a machine shop operating on the south side of the river in the Hoffman mill complex.³⁸ The present stone grist mill on the north side of the river (#92) was built by James M. Hoffman in 1863; in 1870 it did both merchant and custom work producing flour and feed worth \$30,000, a considerable increase from its predecessor's production in 1860.³⁹ In addition to two or three merchants, Asbury had a variety of tradesmen and professionals during the period including a cabinet maker, tailor, butcher, several blacksmiths, wheelwrights and harness makers, several representatives of the building trades, a silversmith and/or watchmaker/jeweler, and at different times one or two physicians, lawyers, and clergymen.⁴⁰

In the late 19th century, however, business and industrial activity at Asbury markedly decreased. Weller's shoe factory closed before 1874, and the woolen factory was destroyed by fire in 1881.

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The northern grist mill ceased operation by the mid 1890s, and by 1909 the only element of the mill complex on the south side of the river remaining in operation was the grist mill.⁴¹ The community did acquire two new enterprises of some note during the period. A livery stable and horse dealing business was established by the Smith family in a complex (#87) on the site of the old Asbury Hotel, which several generations of the family carried on until the 1960s, and in 1895 Harry M. Riddle founded a graphite processing company in the Hoffman grist mill (#92) which grew to be the largest refiner of crude graphite in the United States.⁴²

Harry M. Riddle (1865-1937), who grew up on a farm at nearby New Hampton and was educated at the Trenton State Normal School, pursued a mercantile career in early adulthood, becoming owner of general stores at New Hampton and Asbury by 1895 and post master at the latter place in that year. He also started his graphite company in 1895 when the Hoffman grist mill, owned by his wife's aunt, became available, adapting the old works for processing graphite, shipped in from elsewhere, which was used in making a variety of products including stove polish and paint.⁴³ Meeting with success, he expanded his operations in the early 20th century, purchasing the Hoffman mill in 1903, acquiring the grist mill on the south side of the river in 1908, and erecting a small building on Main Street (#68) to house his company offices and the post office before 1908.⁴⁴ His purchase of the old McCullough house in that year and its Colonial Revival remodeling as his residence clearly reflects his success as an industrialist and prominent position in the community.⁴⁵ Riddle's son, H. M. Riddle, Jr. joined the company in 1914, and during World War I improved machinery and a diesel engine for more power were installed, allowing the company to expand its product line. Growth resulting from the development of new markets and products continued in subsequent decades, and the laboratory (#94), erected on the site of the old woolen factory, no doubt played an important role in the operation. H. M. Riddle, Sr. also diversified his interests, becoming a trustee of the First National Bank of Washington, NJ in 1923 and bank president in 1933. It was after his death in 1937 that the company developed its national prominence as a graphite manufacturer, extensively rebuilding and expanding its Asbury plant on the south side of the river and more recently acquiring and establishing facilities elsewhere.⁴⁶

Despite the growth of the graphite company, Asbury experienced little residential or commercial development in the early 20th

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century, no doubt in large part due to the fact that the company employed a small work force. Except for two important institutional building projects, the 1914 Methodist church (built to replace its 1842 predecessor which was destroyed by fire) and the 1919 school, new construction in the village has been limited to a few infill and replacement dwellings, garages and related outbuildings, and more recently a firehouse, post office, restaurant, and new graphite company offices.⁴⁷

Asbury exists today as a largely residential community whose 19th-century rural character and setting survive substantially intact. Although many non-residential uses in the village have disappeared, the buildings that housed them mostly remain. Neglect and deterioration, however, threaten a number of district buildings, such as Smith's Horse Barn, and the open farmlands surrounding the village are subject to increased development pressure. Responding to these conditions, local residents have become increasingly aware of the community's special historical and architectural heritage which make it a worthy candidate for inclusion on the National Register of Historic Places and the desirability of preserving that heritage.

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³³ Dumas Malone (ed.), Dictionary of American Biography, Vol. VI, New York: Charles Scribner & Sons, 1933, page 36.

³⁴ Warren County Deeds, Book 74/130 and Book 118/525; Beers, 1874.

³⁵ McCarty, 1852; Walling, 1860; and Arlene D. Warne (ed), Asbury Bicentennial, 1771 - 1971. Asbury Bicentennial Committee, 1971, pp. 16-17.

³⁶ Snell, pp. 705-07; Warne, pp. 20-25; Walling, 1860.

³⁷ Warne, page 6.

³⁸ Walling, 1860.

³⁹ Snell, page 708; United States Census, Products of Industry, 1860 and 1870 (Franklin Township, Warren County).

⁴⁰ Walling, 1860; Beers, 1874; United States Census, 1860, (Franklin Township, Warren County); Snell, page 708.

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Section number 8 Page 15

Asbury Historic District, Franklin Township
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⁴¹ Beers, 1874; Snell, page 708; Sanborn Insurance Map Company, Map of Asbury. New York: Sanborn Insurance Map Company, 1909.

⁴² Richard E. Harpster (ed.), Historical Sites of Warren County. Warren County Board of Chosen Freeholders, 1964, 39; Warne, pp. 11 & 27; "Harry Riddle, Bank Head, Mill Founder Dies at 72 Years," Washington Star, October 1, 1937, page 1.

⁴³ Ibid.

⁴⁴ Warren County Deeds, Book 175/700; Porter and Litchfield, entry 28-HN; Sanborn, 1909.

⁴⁵ Warren County Deeds, Book 185/page 77.

⁴⁶ Warne, pp. 27-30; "Harry Riddle, Bank Head, Mill Founder Dies at 72 Years," Washington Star, October 1, 1937, page 1; "Plant in Asbury Makes 35 Tons of Graphite Daily," Washington Star, September 17, 1953, page 17.

⁴⁷ Warne, pp. 17 & 23.

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Sussex County Road Returns
Sussex County Will Books
Sussex County Inventory Books

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Warren County Road Returns

Warren County Will Books

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1850-1910

Industrial Schedules, Franklin Township, Warren County, NJ,
1850-1880

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Section number 10 Page 1 Asbury Historic District, Franklin Township,
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Verbal Boundary Description

The boundary of the Asbury Historic District is delineated on the attached map entitled "Asbury Historic District Site Location and Boundary Map" and is verbally described and justified in the following paragraphs. The site and boundary map is an assemblage of the following municipal tax maps: Sheets 11, 12, 12.01 & 13, Franklin Township, Warren County, New Jersey, prepared by George W. Oakes, Jr. & Associates in December, 1961 and last revised in 1984 and Sheets 6 & 10, Bethlehem Township, Hunterdon County, New Jersey prepared by Robert McEldowney, Jr., PE, dated September 10, 1963 and revised by Robert C. Bogart & Associates in 1970.

Beginning in Franklin Township at the southeast corner of block 53, lot 2 the boundary runs north along the east side of lot 2 to the southeast corner of block 53, lot 2.01, from which point it runs first west along the south sides of lots 2.01, 2.02 & 2.03, block 53 and then north along the west side of last mentioned lot to its northwest corner and Maple Avenue. The boundary proceeds west along the south side of Maple Ave to a point directly in line with the east side of block 54, lot 1 and crossing the road runs north along east side block 54, lot 1 to that lot's NE corner. The boundary then follows the north sides of lots 1 and 2, block 54 westwardly to the northwest corner of the latter lot, also the southeast corner of block 54, lot 7. The boundary turns north along the east sides of lots 7 and 16, block 54 to lot 16's northeast corner, then runs west along the north side of lot 16 to the southeast corner of lot 21, block 54, and then turns north along the east sides of lots 21, 23 & 24, block 54 to the northeast corner of the latter lot (which point is in the south line of block 54, lot 25). From that point the boundary proceeds east, north, and west along the south, east, and north side of lot 25 to the southeast corner of block 54, lot 26. It then runs north along the east sides of block 54, lots 26, 27, and 30.01 to Kitchen Road.

Crossing Kitchen Rd. to the southeast corner of block 50, lot 4, the district boundary turns east along the north side of that road to the southeast corner of block 50, lot 7. It proceeds north along the east side of lot 7 and then turns west along the north side of lots 7 and 6, block 50 to Route 623 and crosses Route 623 to the southwest corner of block 48, lot 21. The boundary then runs east along the north side of Route 623 to the southeast corner of lot 21, block 48. Turning north it proceeds along the east side of lot 21 to the north corner of lot 19.01, block 48 and continues

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Continuation SheetSection number 10 Page 2Asbury Historic District, Franklin Township,
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north in a straight line to the southeast corner of lot 19, block 48. At that point it turns west and follows a straight course continuing the south line of lot 19, block 48 to Route 643.

The district boundary then follows the east side of Route 643 south to a point which is directly across the road from the northeast corner of block 57, lot 8.02. Crossing the road in a straight line to that corner, the boundary proceeds west along the north side of lot 8.02 to the northeast corner of lot 1, block 57. It continues west along the north side of lot 1 to its northwest corner, cuts across lot 34, block 57 in a straight line to the northeast corner of lot 34.01, block 57, and continues west again along the north side of lot 34.01 to that lot's northwest corner. From that point the boundary turns south along the west side of lot 34.01 to Route 623, and crossing Route 623 proceeds west along the south side of that road to the northwest corner of lot 33, block 56.

From that point the district boundary turns south along the west side of lot 33, block 56 to the Hunterdon/Warren County and Franklin/Bethlehem Township municipal/county boundary in the middle of the Musconetcong River. It then follows the municipal/county boundary upstream to a point near the westernmost end of the small island at the northern end of the Asbury bridge and mill dam. It continues upstream in the river channel between the island and the south bank of the river (in Bethlehem Township, Hunterdon County) to the southwest corner of the bridge abutment at the upstream end of the channel between the island and the south bank of the river. It then proceeds south along the west side of the bridge to its south end and crossing route 623 to the southeast end of the bridge continues south along the east side of Route 623 to its intersection with Iron Bridge Road. It proceeds east along the north side of Iron Bridge Road to the point where the road make a sharp turn south. From there the boundary turns north into the river and follows the county/municipal line upstream to a point opposite the east side of lot 2, block 53 in Franklin Township, Warren County and cuts across the river to its north bank and the southeast corner of lot 2, block 53, the place of beginning.

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Continuation SheetSection number 10 Page 3Asbury Historic District, Franklin Township,
Warren County & Bethlehem Township,
Hunterdon County, New JerseyVerbal Boundary Justification

The boundaries of the Asbury Historic District were delineated to include to the greatest extent possible the architectural and historical resources of the village, with not only the fewest non-contributing buildings but also with sufficient amounts of visually and historically critical open space.

On the south side of the district, the Musconetcong River forms an obvious physical boundary for the district; there the boundary was delineated to exclude the modern Asbury Graphite Mill complex and to include the small island (with the laboratory), the mill dam and river empoundment. On its east side the boundary expands to include the visually important meadow land along the river but constricts to exclude the modern residential development along Maple Avenue, Kitchen Road, and Route 623. On its north and west side the district boundary was drawn to include agricultural land and farmsteads with important visual and historical links to the village and to exclude the modern residential development on the west side of Route 643 north of the village.

UTM REFERENCES (cont.)

5 - 1 8 / 4 9 8 3 6 0 / 4 5 0 4 4 0 0
6 - 1 8 / 4 9 7 9 0 0 / 4 5 0 5 2 2 0
7 - 1 8 / 4 9 8 6 4 0 / 4 5 0 5 4 8 0
8 - 1 8 / 4 9 8 4 8 0 / 4 5 0 5 8 2 0

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Continuation Sheet**

Section number Photo Page 1

Asbury Historic District, Franklin Township,
Warren County & Bethlehem Township,
Hunterdon County, New Jersey

Photographic Identification:

The following information is the same for all of the photographs submitted with the nomination:

Name:	Asbury Historic District
Location:	Franklin Township, Warren County, NJ Bethlehem Township, Hunterdon Co., NJ
Photographer:	Dennis Bertland
Date of photographs:	March 1992
Negative repository:	Bertland Associates, Box 11, Port Murray, NJ 07865

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National Park Service

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Section number F

Hist./Arch. Resources of Oak Ridge Page 9

possess integrity of location and setting, as the surrounding neighborhoods have changed little in the last fifty years; integrity of design, materials, and workmanship, because there have been limited additions or alterations to the buildings; and integrity of feeling and association, due to their association with the development of Oak Ridge.

Jackson Square was the first commercial area built in Oak Ridge and served as the community's central business district. As the town center, Jackson Square contained a grocery, department store, beauty shop, barber shop, shoe repair, bank, the post office, a pharmacy, two theaters and several small businesses. The shopping district is made up of four buildings located on Broadway between Georgia and Kentucky Avenues. All buildings are of wood frame construction and originally had painted redwood siding. A flat-roofed wood canopy supported by square wood columns runs the length of the buildings.

The two central buildings are set in a square facing Broadway. The east building retains its original redwood siding and storefronts, although some doors have been replaced. The west building has been remodeled with brick veneer, although the pharmacy appears to retain its original form. The fourth building in the commercial area originally served as the Town Hall. The building appears to have resembled the dormitories, with painted shiplap siding and rows of sash windows. Extensive remodeling has been done to the building and the only remnant of its original form is the dorm-like rear facade.

Also included in the Jackson Square area is the Guest House. The Guest House is of wood frame construction on a concrete foundation and was built in the summer of 1943, one of the first buildings constructed on the townsite. The plan is a variation of the two-story H-plan dorms designed by Stone and Webster, with a central, three-bay, full-height porch and two seven-bay wings. The decorative details are Neo-classical. The windows are paired six-over-six double-hung sash. There are bay windows on the first floor of the primary facade. In 1949, a 44-room concrete block addition was completed, and in 1950 the name was changed to the Alexander Inn. The government sold the building in 1958, and the hotel has been locally-owned since 1964. The tennis courts down the hill from the Guest House were also built during the war. The courts served as an outdoor dance floor for community gatherings during the summer.

The only remaining neighborhood centers are the Ogden and Elm Grove stores. All other neighborhood centers have been extensively remodeled, razed, or replaced with modern buildings. These centers are of wood frame construction on a concrete foundation with a gable roof. The plate-glass storefronts are protected by a recessed porch supported by square wood columns. At either end there is a cross wing with a large nine-light window in the gable field.

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CONTINUATION SHEET

Section number F

Hist./Arch. Resources of Oak Ridge Page 10

The only remaining war-time commercial building on the west end of town is near Jefferson Circle. The building is in poor condition, but retains some of its original architectural details. The building was constructed in the same style as the Ogden and Elm Grove Stores, but has not been maintained. The building retains its original wood paneled doors and wood siding.

Other small commercial businesses were scattered throughout the community especially along Emory Valley Road and Scarboro Road. These businesses included gas stations, plumbing companies, cab companies, and a veterinary hospital. All of the buildings that housed these businesses have been removed and replaced. Warehouses were built south of the Turnpike, on the far east end of the city, adjacent to the railroad tracks. Many of these warehouses have been covered with corrugated metal siding and have lost their integrity. None of these buildings appear to meet National Register criteria and are excluded from the Oak Ridge Historic District boundary.

Stone and Webster built the cafeterias and recreation halls, and other public buildings that were scattered throughout the reservation during the war years. The cafeterias were built to accommodate those who did not have adequate cooking facilities such as residents living in dorms, barracks and hutments. In 1944, there were six cafeterias: Arkansas Cafeteria in East Village; Central Cafeteria near Jackson Square; Gamble Valley in the Gamble Valley Trailer Camp; and Adams, Jefferson and Louisiana Cafeterias located on the west end, between Illinois and Louisiana Avenues, where most of the dorms and hutments were located. By 1945, there were additional cafeterias in the hutment areas south of the Turnpike.

The Arkansas Cafeteria building has been extensively altered and is used by a local church. The Jefferson Cafeteria, on Jefferson Circle, is the only remaining cafeteria building that retains almost all of its original architectural features. It is a one-story, Colonial Revival influenced frame structure on a concrete foundation. There is a five-bay gable-front wing at either end of the center section. The central sixteen-bay section is shaded by a recessed porch supported by square wood columns and railing with square balusters. The gable roof has monitor roof vents that became a signature element on all buildings designed by Stone and Webster. The central entrance doors have been replaced with modern glass and aluminum doors. There is an original nine-light wood frame door in the east wing. No other original cafeteria buildings are extant.

Four recreation halls and two community centers were built by Stone and Webster. The recreation halls were located at Town Center, Grove Center, Middletown, and Jefferson Circle. The Grove Center recreation hall has been extensively remodeled, and the others have been razed. The Middletown Community Center, on the corner of Robertsville Road and the Turnpike, continues to serve as a community center for senior citizens. The only alterations to the building have been the application of brick veneer covering the lower half of the front facade and the addition of a lateral

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CONTINUATION SHEET

Section number F

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wing. Another community center was located in Gamble Valley but no longer remains standing. The west end trailer camps and the dormitories were served by hostess houses, however, none of these houses were located in the survey. Hostess houses may have served the trailer camps as community centers or recreation centers.

The Health Department for the Colored Hutment Area is on South Illinois Avenue and is a one-story, thirteen-bay frame structure on a concrete foundation, designed and built by Stone and Webster. The building has Colonial Revival influences in its detailing that was probably added sometime in the late 1940s or early 1950s. On the primary facade is a shed roof porch with square fluted Doric motif columns. The door surround has fluted pilasters and at the cornice are dentils. The original wood frame windows have been replaced with aluminum frame windows. Northwest of the building is a one-story frame garage with two sets of double doors. The building has three monitor vents on the roof and resembles the Jefferson Cafeteria building.

Since few homes were equipped with washing machines, laundries were built to serve the entire community and plant areas. C&W Laundry, near Jackson Square, was the first laundry built and continues to operate as a laundry and dry cleaner. The building is a one-story, three-bay brick structure with a flat roof. The storefronts have large, plate-glass windows and original single light metal doors.

Another contributing public structure is the municipal swimming pool which is the largest spring-fed pool in the country, holding 2.1 million gallons of water with a surface area of 1-1/2 acres. The spring at this location was dammed by a farmer in the 1930s to form a lake. The Corps of Engineers began concreting the lake in April 1945 and the pool opened in July. The pool continues to be used by local residents.

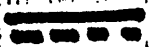
c. Schools, 1942 - 1945

The three war-time schools that remain standing represent the different phases of development of the original townsite between 1943 and 1945. Pine Valley School was constructed in 1943 and is located in the original Neighborhood One, a cemesto area. Highland View School was built to serve the temporary neighborhood immediately west of Pennsylvania Avenue in 1944. Glenwood School was also constructed in 1944 and is located in East Village, where the TVA A-6 flattops were constructed. Of all the original schools, these are the only ones remaining.

Pine Valley School is an H-plan building constructed on a concrete foundation with exterior walls finished with 2" thick Cemesto panels on a framework of wood. Highland View School is constructed of wood with exterior mineral surfaced fiberboard and a concrete foundation. The irregular plan is made up of three wings perpendicular to each other. The school is currently used by

ASBURY HISTORIC DISTRICT

SITE LOCATION & BOUNDARY MAP



boundary



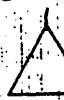
contributing resources



non-contributing

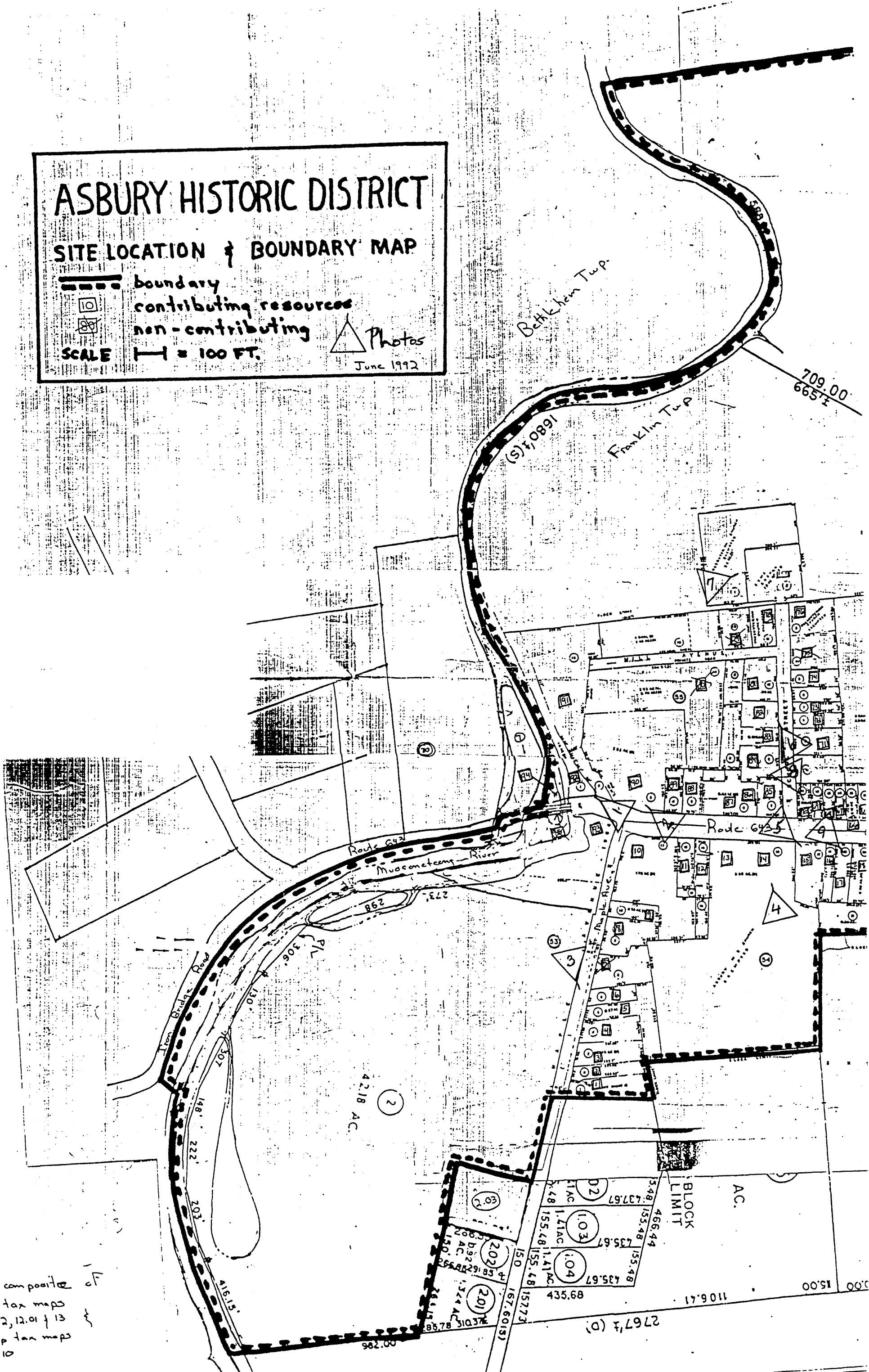
SCALE

1" = 100 FT.

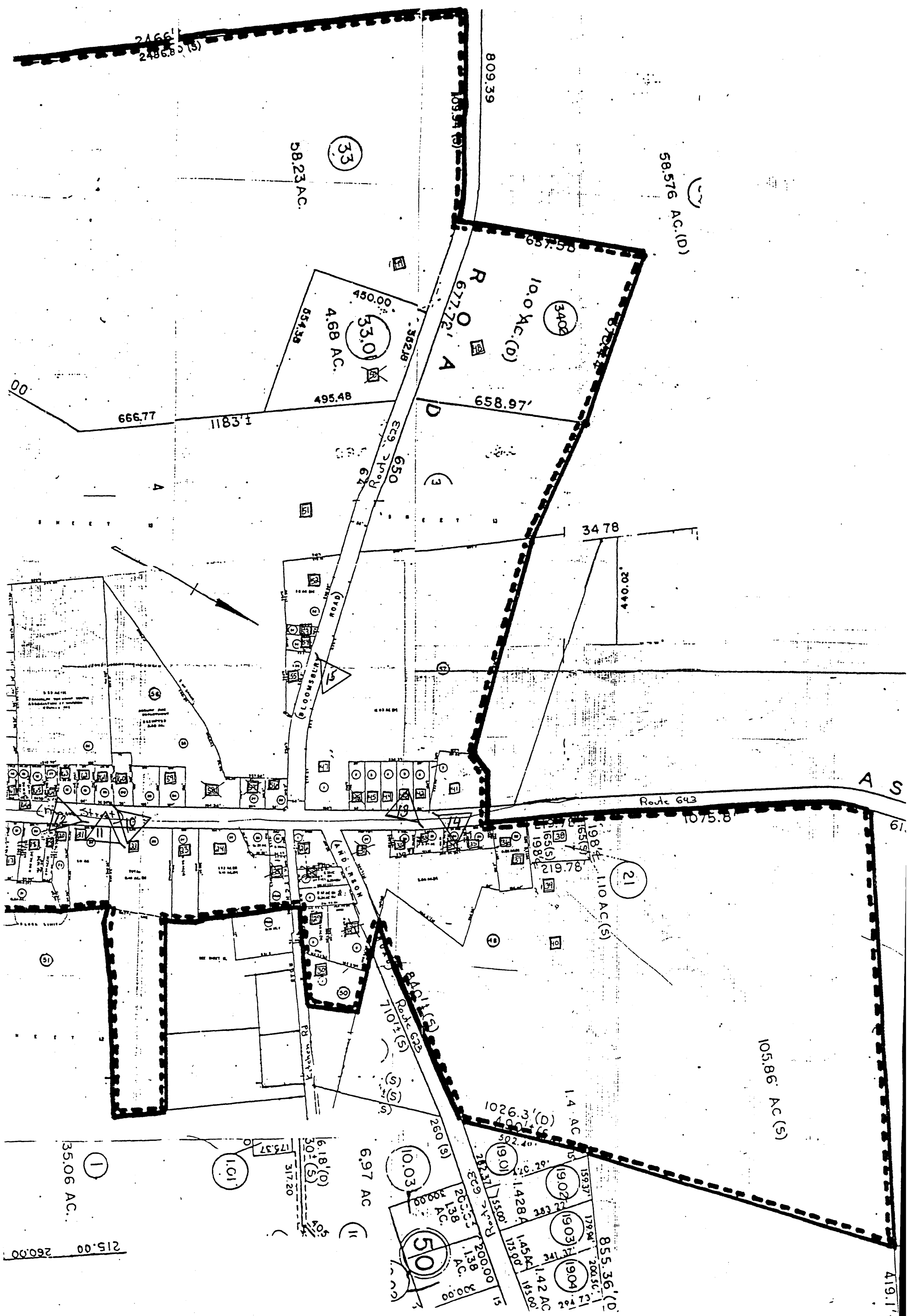


Photos

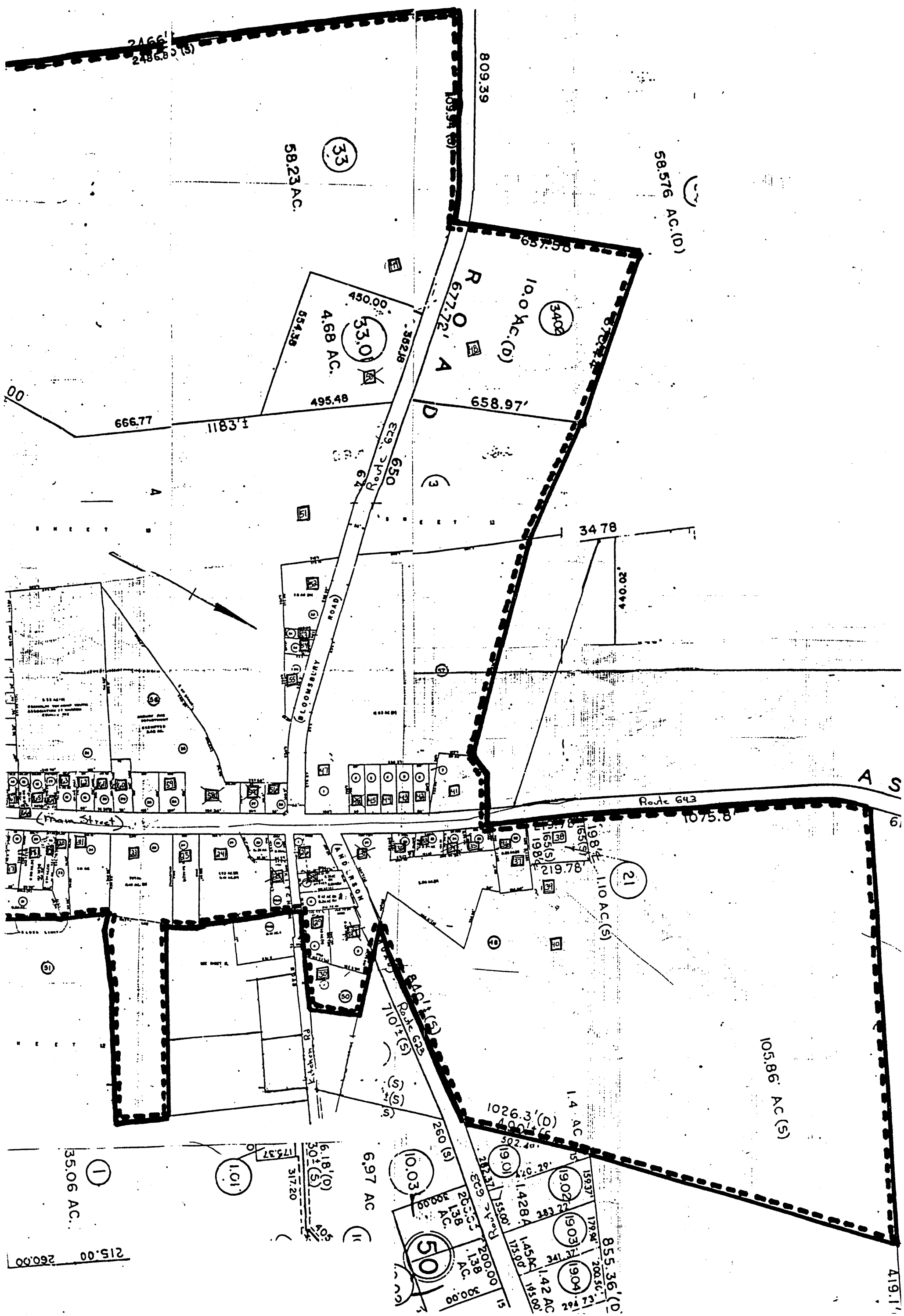
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BEATTYSTOWN HISTORIC DISTRICT

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration FormRECEIVED
AUG 16 1990NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Beattystown

other names/site number

2. Location

street & number State Route 57 & Kings Highway

NA not for publication

city, town Mansfield Township

vicinity

state New Jersey

code 034

county Warren

code 041

zip code 07865

3. Classification

Ownership of Property

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing	Noncontributing
32	3
	buildings
	sites
	structures
	objects
32	3
	Total

Name of related multiple property listing:

N/A

Number of contributing resources previously
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Date 8/17/90

Acting Assistant Commissioner for Natural & Historic Resources/DSHPO

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National
Register. ☐ See continuation sheet.
☐ determined not eligible for the
National Register.
☐ removed from the National Register.
☐ other, (explain:)

Patrick Andrews

9/28/90

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
Domestic/single dwelling

Commercial/trade
Education/school
Religion/religious structure
Industry/manufacturing

Current Functions (enter categories from instructions)
Domestic/single dwelling

Religion/religious structure

7. Description

Architectural Classification
(enter categories from instructions)

Early Republic: vernacular
Mid 19th century: Greek Revival
Late Victorian: Stick/Eastlake

Materials (enter categories from instructions)

foundation limestone, sandstone
walls Weatherboard, shingle, synthetic,
asbestos
roof slate shingle, asphalt, asbestos
other tin

Describe present and historic physical appearance.

The village of Beattystown is situated in southeastern Warren County, and lies within New Jersey's Highlands geographical province. The village is due northwest of Schooley's Mountain and is located on a gentle northern slope parallel to the Musconetcong River. The Musconetcong River is a tributary of the Delaware River, and it provided a water power site for the development of the village. The village is located above the flood plain of the river excepting the Beatty/Fisher grist mill locale. The village's urban form is of a lineal type that runs on both sides of the current State Route 57. The village center is in the general location of the intersection of Route 57 and the Kings Highway. The village is surrounded by a mixture of woods, pasture and cropland. Its western boundary is adjacent to a recent suburban tract development mixed with open field.

The Beattystown District includes the entire village, including a few neighboring farmsteads, but it excludes the groups of modern houses scattered west of the district. The district also contains pasture land in the northeast end of the district that is integral to the cultural landscape of the community. The district contains 29 primary structures with attendant outbuildings. The current buildings are primarily of a residential use, with the Presbyterian Church being institutional. Originally the structures in the village were of a higher mix, including residential, industrial, agrarian commercial and institutional uses in the 18th and 19th centuries. The district's buildings are generally gable roofed vernacular structures of frame construction dating from late 18th to early and mid 19th centuries. The buildings generally exhibit simple formal stylistic detailing of those periods. The majority of the structures have been enlarged or refurbished over the years. These improvements, while resulting in the occasional loss or obscuring of early fabric in some cases, have been neither numerous nor disfiguring enough to impugn the historic architectural character of the district. In general terms the buildings are maintained and in good condition, with only a few in fair to poor condition.

Most of the district's buildings are closely spaced on small lots and face the road with short setbacks. This creates a rather tight streetscape. Wider spacing and / or varying setbacks occur at the northern and southern ends of the village. The yard areas are of varying character with little landscaping, and their character of maintenance runs from abandoned to well maintained. The center of the district is set with the large lot of the Presbyterian Church at the intersection of Route 57 and Kings Highway.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☒ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

industry, commerce, architecture,
settlement

Period of Significance

1762-1929

Significant Dates

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Beattystown possesses historical significance in the area of settlement pattern, industry, architecture, and commerce. The village is an example of the settlements that developed in the West Jersey Proprietorship in the 18th Century. Beattystown is the oldest urban settlement within Mansfield township, having been established by around 1762.¹ Industry and commerce were the focus of the community throughout the 18th and into the early quarter of the 19th century. The grist mill (1762) and distillery (1780) established here, provided an industrial focus for the settlement. This focus led to a subsequent development within Beattystown of early rural produce trade and rural shop manufacturers.² Thus the village provides a significant physical document of the development and evolution of the small scale water powered industry, rural shop manufacturers, and commerce that first developed in this area. The village has lost its local economic and social importance in this century; but, Beattystown does retain its essentially 19th century character and remnants of its 18th century composition and form. A majority of the buildings within the district were built between 1800-1850, while there are exceptions of 18th century and later 19th century structures standing as well.

The social economic significance of Beattystown during the period of 1762-1830 as an early settlement can be placed in perspective with other later mill seat developments along the Musconetcong River Valley and southeastern Warren County. Beattystown is the site of earliest grist mill, (George Beatty Mill circa 1762) within southeastern quarter section of Warren County. Other mill seat settlements and small manufacturing sites in this same vicinity developed later and were not of prime importance for trade and artisan manufacturing during the period from 1762- to about the late 1820's. Hacketstown, although settled in 1720 did not develop a mill till 1770 with an attached sawmill, built by General William Helms. Nearby Anderson's grist mill was established in 1798 by William Little. Anderson did not develop a distillery until 1810. And in nearby Washington Township a grist mill was established not until 1787 at Changewater. Even in further areas of this part of Warren County did not develop grist mills and several associated water powered industries until after Beattystown. In Franklin Township Colonel William McCullough established two grist mills, saw mill and oil mill were built in 1784, in Asbury. But at this site no significant village commerce and artisan shops developed. And grist mills were not established at Allamunchy in 1800 and Independence until 1815. During this period Beattystown was not only a significant place because of water powered industries. It was this areas primary place of trade and artisan shop commercial operations.

☒ See continuation sheet

9. Major Bibliographical References

SEE CONTINUATION SHEET

Previous documentation on file (NPS): N/A

- ☐ preliminary determination of individual listing (36 CFR 67)
has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings
Survey # _____
- ☐ recorded by Historic American Engineering
Record # _____

☒ See continuation sheet

Primary location of additional data: N/A

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property 35 Hackettstown NJ Quad

UTM References

	Zone	Easting	Northing
A	18	513600	4518160
C	18	512880	4517280
E	18	513020	4517940
G	18	513440	4517260

	Zone	Easting	Northing
B	18	513260	4517540
D	18	512620	4517700
F	18	513060	4517880

☐ See continuation sheet

Verbal Boundary Description

SEE CONTINUATION SHEET

☒ See continuation sheet

Boundary Justification

SEE CONTINUATION SHEET

☒ See continuation sheet

11. Form Prepared By

name/title Thomas E. Jones

organization Groenendaal and Jones date 4/3/89

street & number 4 Centre Square, Box 1326 telephone (215) 253-0424

city or town Easton, state PA zip code 18042

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The inventory of all of the buildings in the district follows at the end of this section. For descriptive and analytical purposes, a typology of the traditional and popular house types found in the village was employed and is included in the inventory. Buildings also have been categorized as "contributing" or "noncontributing" to the district's historical and architectural character; only 3 noncontributing primary structures are present.

Beattystown's architecture reflects the region's vernacular construction practices and building types. The village is primarily composed of one and a half to two story gable roofed house types with single pile plans, interior gable-end chimneys and generally regular fenestrations of two to five bays. The architecture reflects a significant East Jersey / Long Island influence. There are exceptional examples of Victorian architecture that deviate from this general pattern.

Buildings #7 and #9 appear to date from the late 18th century. Buildings #1, #4, #5, #12, #13, #14, #19, #20, #23, #24, #26, and #27, and #29, all generally date from the period of 1800 - 1830's, while buildings #3, #10, #11, #15, #16, #17, #18, and #25, and #30, date from 1830 - 1860, and buildings #2, #6, #8, #22, #27, and #28, date from 1860 - 1890, and in conclusion, buildings #20, #22, and #313 date from 1890 to the 1920's.

Beattystown Presbyterian Church, built in 1882, is a representative example of the Eastern Stick Style of architecture. It is of frame construction, the decorative elements include the horizontal boards that cross the facade and meet the corner boards. The south gable end is fitted with X - shaped members that connect the two banks of windows on the facade and the gable - apex and open belfry motifs. Two non-structural, almost vestigial buttresses on the west elevation exhibit Gothic style vocabulary in terms of massing. The principle entry is through a set of panelled, double-leaf doors in the south elevations of the bell tower beneath a shed - roofed porch.

Beattystown retains its grist mill, artisan shops, and commercial building locales. The mill is better known as the S.B. Fisher Grist Mill. The current stone walls appear to date from the early 19th century. The mill is a four story building of stone construction. It is rectangular in plan. It is fitted with a gabled slate roof, upper two stories under gable, ends of clapboard. The windows show two distinct patterns. Earlier sections in the center have arched windows; newer sections have rectangular openings. The chimney in the northeast corner is of brick and tile construction. There is a turbine pit in the arched opening at the east end.

Beattystown also retains several commercial and artisan shop structures. Among them is the 1-1/2 story brick store, Building #3, originally built around 1810. The store glass area is altered by a recent rehabilitation, but the facade retains its ornamental pressed metal anthemion motif pilaster strips and cornice work manufactured by "G.L. Mesker & Co., Evansville, Ind." The H. Johnson Hotel locale, building # 19, is a large 7 bay main block built in several parts. It is composed of a cross gabled rear ell and several lean-tos, and other appendages. The narrow gable roof with projecting eaves, retains a slate covering and a center chimney. The blacksmith shop, building #13, is a

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frame 2-1/2 story structure. It is 4 bays long by 1 bay wide. The east gable end is composed of centered double entry and loft doors. The north elevation is fitted with an offset door entry set within 4 bays of double hung windows.

Outbuildings are commonly found behind the district houses. Small barn or wagon houses, tool or wood sheds, and modern garages comprise this group. The farmsteads at the village ends retain larger barns around which occur wagon sheds, chicken coops, and smoke houses.

The following is an inventory of all structures and sites within the district. Each entity is identified with a number that corresponds with the enclosed district map. All entries have been categorized as "contributing" and "noncontributing." All outbuildings included are contributing unless identified with the designation "NC". To facilitate their description, most of the dwellings have been classified according to a typology of the traditional and popular house types found in the region.

- I-Type a 2 story, gable-roofed, single-pile dwelling with either a one or a 2 room plan. Fenestration patterns include 2 bay; 2 over 3 bay and 3 bay with center entries; and 4 bay with a single or paired inner-bay entries and occasionally end-bay entry. Chimney placement is gable end. Cultural geographers hold the type's origins to be English and its American cultural hearth to be the lower Delaware Valley and Chesapeake Bay regions. It was widely built in the Delaware Valley from the 18th century until the early 1900's.
- H-Type a 2 story, gable-roofed, single-pile dwelling with a center hall plan, a symmetrical 5 bay (or occasionally 3 bay) facade and gable-end chimneys. this type evidently is a Georgian style transformation of the I-Type. Locally, however, it fell out of favor after the middle decades of the 19th century.

BEATTYSTOWN DISTRICT INVENTORY OF CONTRIBUTING STRUCTURES

- 1.) Frame, one and a half, gable-roofed dwelling consisting of a 4 bay main block with offset entry. The dwelling is fitted with a west-gable chimney and of an integral 2 bay rear ell with interior chimney, and sheet roof on its west elevation. The gable ends of the main block are two symmetrical bays.
style: vernacular date: c.1800-1830 Block 1703
contributing remodelled: c. late 1890's Lot 6
- 2.) Scale or Weighing Station, Shields Iron Ore Mine
Frame - 2 bay, I type dwelling with shed roofed over rear extension and with irregular fenestrations. Clapboard, boxed cornice with projecting eaves; remnant of gable return suggests alteration of roof line (date unknown.) Rear of house is embanked. The purpose of this structure originally was the location of the weighing scale of the Shield Iron Ore mines. The scales were located underneath the front porch of the north elevation.
style: vernacular date: 1880's Block 1703
contributing Lot 4

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- 3.) Johnson General Store
Brick, 1-1/2 story store has been altered with a recent colonial revival inspired store window and entry treatment. But the basic framing of the original recessed central entry and prior window framing survives underneath. The facade retains its ornamental pressed metal anthemion motif pilaster strips. These are marked "G.L. Mesker & Co., Evansville, Ind." Attached on the east elevations is a 1 story modern structure.
style: vernacular date: c. 1830? Block 1703
contributing remodelled: 1920's, 1950's, Lot 3.01
1987
- 4.) "Beattystown Mill"
S.B. Fisher Grist Mill
Store, 4 story grist mill rectangular stones under gable, end of gable are clapboarded. Interior retains no remains of mill machinery. Exterior windows show two distinct patterns. Earlier section in center has arched windows; later sections have rectangular openings. Chimney in Northeast corner is built of brick and tile construction. The turbine pit is set with an arched opening in the east end. There are remains of the turbine and shafting.
style: vernacular industrial date: c. 1800-1810 Block 1703
contributing alterations: unknown Lot 3.01
- 5.) Fisher Mill House
Frame, 4 bay, 2 room plan, boxed cornice and projecting eaves. Difference in clapboard width shows construction in 2 sections. Most prominent features are raised panel door and unusually large limestone chimney stack (interior gable end.)
style: vernacular date: c. 1800-1810? Block 1703
contributing alteration: Lot 3.02
- 6.) Frame, 4 bay, I-Type dwelling, wood shingle, projecting eaves, one interior gable end chimney. Traditional appearance of house is altered by porch with heavy brick piers and "balustrade." To the rear is a frame garage and a 2 story wagon house or small barn.
style: vernacular date c. 1860-1870 Block 1703
contributing alteration: 1920's Lot 1
- 7.) Frame, 3 bay, I-type main block and a 2 bay, A-type east wing with rear lean-to, wood shingle, projecting eaves, two interior gable end chimneys, one in east wing has exposed stone fire back. Some original 6/6 sash. Alterations include 1/1 sash, shed dormer, hip-roof porch on square posts.
style: vernacular date: c. 1780's Block 1702
contributing alteration: unknown Lot 15

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- 8.) Beattystown Post Office (leased building)
Frame, 4 bay, I-type with a rear lean-to; asbestos siding. Narrow gable end with projecting eaves, modern exterior cement block chimneys. Sash are 2/2 and 6/6. Rhythm of fenestration suggests 2 bay houses joined.
style: vernacular date: c. 1880's Block 1702
contributing alteration: unknown Lot 14
- 9.) Frame, 3 bay main block and a 2 bay east wing with rear lean-to; wood shingle. Smaller wing has saltbox profile. Two interior gable-end chimneys, one in east wing has exposed stone fire back; flush eaves. Combination of 1/1 and 2/2 sash.
Style: vernacular date: c. 1780's Block 1702
Contributing alteration: unknown Lot 13
- 10.) Basket Factory
Frame, 3 bay, I-type with rear appendage, clapboard. Modern cement block chimneys added at both ends. Entry porch with Carpenter's Gothic decoration, 2/2 sash, flat roofed rear wing.
style: vernacular date: c. 1850's Block 1702
contributing alteration: unknown Lot 12.01
- 11.) Frame, 3 bay over 4 bay, I-type (probably built in two parts) with a rear lean-to; wood shingle. Eaves nearly flush, no chimneys visible. Center gable added. Alterations include 1/1 sash. Behind house is a small braced-frame bank barn, clapboard, 3 bays.
style: vernacular date: c. 1850's Block 1702
contributing alteration: 1870's Lot 12.02
- 12.) Frame, 4 bay, I-type with rear lean-to; 1/1 sash. One interior gable-end chimney. Wood shingle siding and hip-roofed porch. To the rear is a small, 3 bay, braced frame bank barn on a stone stable.
style: vernacular date: c. 1830's Block 1702
contributing alteration: 1870's Lot 11
- 13.) Pool Blacksmith Shop
Frame, 2 story, 4 bay blacksmith shop with 2/2 sash windows, vertical plank siding, overhanging eaves and batten doors hung on strap hinges in east gable end and on the north side.
style: industrial vernacular date: c. 1812 Block 1702
contributing alteration: unaltered Lot 9
- 14.) Frame, 3 Bay, boxed cornice with gable-end chimney. Tuscan columned porch added on west elevation.
Style: vernacular date: c. 1840's Block 1702
contributing alteration: 1920's Lot 9

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- 15.) Three bay, I-type dwelling, asbestos siding, 2/2 sash; one gable-end chimney.
Tuscan columned porch added on north elevation.
style: vernacular date: c. 1850's Block 1702
contributing alteration: 1920's Lot 8
- 16.) Four bay, I-type dwelling with a 1 bay west wing, central entry, 1/1 sash.
Slate gable with two brick end chimneys; clapboard.
style: vernacular date: c. 1850's Block 1702
contributing alteration: 1910's Lot 7
- 17.) Frame, 3 bay, 2-1/2 story H-Type dwelling, gable ends are fitted with two
masonry chimneys. A recent ell extension is added to the east elevation.
style: vernacular date: c. 1830-1840 Block 1702
contributing alterations: 1960's Lot 1
- 18.) Frame, 5 bay, double pile main block (probably an L-type with extension) with
rear appendage and a 3 bay, A-type east wing; 1-1/2 story wing has interior
gable end chimney, stone fire back and overhanging "Dutch" roofline. The larger
wing has been altered with a center gable. The main east end bay entry has a 7
pane transom, 4 pane sidelights, symmetrically molded trim with corner squares.
style: vernacular date: c. 1830's Block 1205
contributing alteration: unknown - Lot 2
varying dates
- 19.) H. Johnson's Hotel
A large rambling structure incorporating a 7 bay main block (probably built in
several parts) a cross gabled rear ell and several lean-to and other
appendages. The narrow gable roof with projecting eaves retains a slate
covering and a center chimney. Asbestos siding; sash are 6/6 with some later
alterations. Behind the house stands a group of frame outbuildings including a
barn/garage connected to a small shed.
style: vernacular date: c. 1810's Block 1701
contributing alterations: N/A Lot 1
- 20.) Beattystown School House
Two stories, 3 bay structure with a 1 bay west wing. This building has been
altered, including aluminum siding, changed fenestration and an incompatible
porch. One interior gable end chimney is located between the original section
and the west wing. Built in late 19th or early 20th century to replace earlier
school house on empty lot next door.
style: vernacular date: c. 1890's Block 1701
contributing alteration: Unknown Lot 2

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- 21.) Frame, 3 bays, I-type dwelling with rear lean-to; asphalt siding. Badly altered facade (some 6/6 sash remain.) Modern story west appendage
style: vernacular date: c. 1860's Block 1701
contributing alterations: unknown Lot 3
- 22.) Frame, 5 bay (probably built in 2 parts) with a rear lean-to. It is set on a high foundation of coursed random limestone. Windows are 1/1 sash and eyebrow windows. Eaves are flush at the gable ends and the single chimney is centered on the roof ridge.
style: vernacular date: c. 1800-10 Block 1701
contributing alteration: 1820's Lot 4
- 23.) Small, frame, 3 bay dwelling with rear lean-to; synthetic siding. Altered with flat roofed entry porch and cement block chimney. Sandstone foundation.
style: vernacular date: c.1810-20 Block 1701
contributing alteration: 1970's Lot 5
- 24.) Frame, duplex dwelling, with rear lean-to; 6 bays facade with entrance in each end bay. Projecting eaves, center chimney, clapboard siding, sash windows.
style: vernacular date: c. 1830-1860 Block 1701
contributing alteration: unknown Lot 6.02
- 25.) Frame, 4 bays, H-type, clapboard with coursed sandstone foundation. Projecting eaves, one interior gable end chimney. Porch added to east end; 2/2 sash central entry ground floor windows altered.
style: vernacular date: c.1840's Block 1701
contributing alteration: unknown Lot 7
- 26.) Beattystown Presbyterian Church
Frame Construction, a representative example of the Eastern Stick Style of Architecture. The decorative elements include horizontal boards and corner boards. The south gable is fitted with X - shaped members connecting two banks of windows. Two non-structural buttresses are extant on the west elevation. The entry is through a set of panelled double leaf doors set in the bell tower beneath a shed-roofed porch on the south elevation.
style: Eastern Stick Style date: c. 1882 Block 1701
contributing alterations: none Lot 8
architect: unknown

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- 27.) Frame, 3 bay dwelling, clapboard siding, projecting eaves, 2/2 sash and round arched attic windows. The foundation is coursed ashlar of a sandstone variety. Porch is decorated with bull's eye motifs and tunnel balusters. A modern shed style greenhouse has been added to one side.
style: vernacular, Italianate date: c.1880's Block 1701
contributing alteration: 1984 Lot 9

- 28.) Frame, 4 bay main block and a 2 bay frame east wing with a rear lean-to. Main block has two interior gable-end chimneys. Wing has single interior gable-end chimney with large exposed stone fire back, painted over. Both sections have clapboard siding, overhanging eaves, coursed fieldstone foundations and have been altered with 2/2 sash. Porches are mid to late 19th century additions
style: vernacular date: c. 1820's Block 1701
contributing alteration: unknown Lot 10

*Note: Since the initial submission of the Beattystown Historic District both previously standing buildings #29 and #30 have been demolished and/or ^{dis} substantially removed. Although demolished the nature of the demolition ^{did not} negatively affect both sites archaeological context. Their foundations remain and their surrounding land remains generally undisturbed.

- 29.) Site of Frame, 3 Bay main block and a rear ell with appendages. Building was clapboard covered.

site date: c. 1830's Sheet 11

- 30.) Site of Shield's Farm
T. Shield's Residence and Farmstead.

Site of frame, the residence was a 6 by 5 bay structure. It contained an earlier mid to late 18th century of unknown type. This building was a vernacular Italianate fitted with a cross gable roof. Presently outbuildings do survive on the site such as a low stone wall, limestone smokehouse and 2 bay clapboard wagonshed. Across the road are a small partially embanked clapboard stable and the stone foundation ruins of a large bank barn. site date: c. 1760's-1860's
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- 31.) Frame, 3 bay dwelling with a gabled rear ell; pedimented gables on front and west side, clapboard siding; 1/1 sash windows, side lighted center entry, and an L-shaped hip roofed porch with Tuscan columns. Newer than the other village houses, it dates c. 1910-20.
style: vernacular date: c. 1910-1920 Sheet 11
contributing alteration: unknown

Noncontributing

- 32.) Four bay colonial revival dwelling, conversion of a frame barn, built in the 1950's.
noncontributing
- 33.) One story tract development dwelling with attached garage built in the early 1980's.
noncontributing
- 34.) 2-1/2 Story pseudo rusticated log house dwelling with attached wing built in the 1940's

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The site of the village of Beattystown was purchased by Richard Peter and Peter Lynford from Thomas and Richard Penn in 1746. In 1759, Peter Lynford sold the area tract to William Roseborough, that being, "all that land on the Musconetcong River being part of lot No. 59" containing 128 acres. In 1759, William Roseborough sold 50 acres, part of lot No. 59, to Alexander Rogers, then, on March 10, 1762, Alexander Rogers sold these 50 acres to George Beatty.³ George Beatty was the first individual to physically develop the site. Around this time, the western Jersey environs were beginning to be settled heavily by farmers, as a result of expanding iron furnace manufacturing, grist mill and road developments.⁴

During the mid 18th century, the Kings Highway was laid across the Musconetcong River into the expanding farming areas of the West Jersey Proprietorship. The establishment of this road provided an easy transportation route for farm goods from these recently settled areas to the larger urban markets of New York and Philadelphia. At this juncture, George Beatty built the first grist mill in the area around 1762. This mill provided the focus of the economic and affiliated social activity for the southeastern part of Warren County (then Hunterdon County.) This original mill burned down; the present stone mill at this site was built around 1810-20.⁶ Public records and research indicate that early on, this mill seat attracted other businesses and rural manufacturing that reflects an early pre-industrial and trade center of the period. By 1770, the first tavern in the area was established here by Stuart Martin. In 1780 Zilva Osman built the first distillery in the area here.⁷

These industries and the place of trade at the mill began to attract the formation of a village along a north to south road paralleling the river. By 1800, Elisha and Edward Bird built a distillery and established the first store within Mansfield Township.⁸ The time of 1800 to 1825 was the period of greatest growth and social/economic importance of Beattystown. During this time, it was the largest urban settlement of southeastern Warren County. It served as the major milling center and place of sale of produce for the area. The village was a rural craft center for the production of hand made items. The trades were represented by a shoe shop, hatting shop, wagon maker, saddler, and two blacksmiths (by 1825.)⁹ By 1810, the village school was established and represented the initiation of the institutional growth of the village (this private academy would be succeeded by a public district school.) In 1832, the Presbyterian Church of Beattystown was established. In 1835, the post office was opened (closed 1929,) so that by the 1830's, Beattystown was the active urban center of southeastern Warren County.¹⁰ Its growth was related to and dependent on water power and road transportation based economics, and it represented a mature rural pre-industrial commercial residential center for the western Jerseys.

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Around 1825, the village of Beattystown began to be eclipsed as an important business center by nearby Hackettstown. This slow decline came as a result of road development leading to Hackettstown and later canal and railroad corridor development through that town. But, even in view of this shift of development, Beattystown remained constant in its composition of the rural industry and trade it had established by 1830. The grist mill continued to function successfully and the mixture of several taverns, store, and post office remained in operation towards 1900. This stability was provided in part by the establishment of the Shields Hematite Mine, located due west of the village, which was opened in 1868 and in operation until 1877. This operation and another mine on the John Fisher Farm, just south of the village, provided economic diversity of the village and aided in its stability. Additionally, the continued presence of lime kiln operations aided as well. The 1874 village map of Beattystown indicates two lime kilns near the river on the property of J. B. Fisher. Other commercial kilns and lime stone quarries lay just outside the present district boundaries.

By 1900, a slow decline of the village began. Cut off from railroad access, as the old business owners retired, new owners were not to be found. By 1929, even the post office had closed, and the population of the village had dropped by nearly half. The closing of the post office marks the end of Beattystown's urban village presence that began with it's initial settlement in 1762 by George Beatty.

Beattystown today, is primarily a residential community. It retains most of its 19th century character in terms of setting and composition of buildings. The Presbyterian church is still a functioning center for the community. The Beattystown Fisher grist mill still stands and has undergone recent renovations that, in general, have respected its historic character and surviving building fabric.

The district's buildings are primarily houses with some outbuildings. The district includes a grist mill, church, school, tavern, store, and shop buildings that vary in terms of period integrity from well-preserved to modifications by relatively few modern alterations. As a group, these buildings possess architectural significance. By their siting, form, construction, and decorative embellishment, they provide a document of this rural region's vernacular architecture from the later 18th through the 19th centuries.

The village, as it stands, is a well preserved example of a pre-industrial lineal village center established during the West Jersey Proprietorship. It retains the major elements of the center of the village and its contextual relationship to the adjacent landscape. The village of Beattystown is important in that it is a surviving example of the pre-industrial urban settlement pattern of New Jersey, and, as such, reflects the broad pattern of growth and history of rural western New Jersey, as it existed in the late 18th and 19th centuries.

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FOOTNOTES

1

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4

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10

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11

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Books

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National Park Service

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Section number 9 Page 2 of 2 Beattystown HD, Mansfield Township,
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Continuation SheetSection number 10 Page 1 of 1Beattystown HD, Mansfield Township.
Warren County, NJ

VERBAL BOUNDARY DESCRIPTION

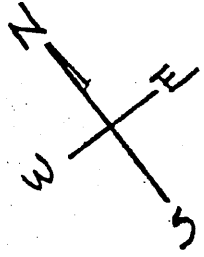
The boundary of the Beattystown Historic District is delineated on the attached map entitled " Beattystown Historic District Site Location and Boundary Map," and is verbally described and justified in the following paragraphs. The site and boundary map is a composite of Mansfield Township tax maps.

Beginning in the middle of State Route 57, at the point where the boundary line intersects the north eastward continuation of the boundary line of lot 6 (tax map sheet No. 17, Mansfield Township,) the district boundary runs south eastward along the easterly side of that lot to the south east corner within the Musconetcong River. The district boundary then turns to the south and runs south westerly down the middle of the Musconetcong River. The boundary then forms the southerly lot line from lot 6, 5, and 3 of Block 1703 at which point it intersects the Kings Highway. The boundary continues southwesterly through Block 1702, forming the southerly boundary of lots 16, 10, 8, 4, 3, and 2, to a point where it intersects the southwest corner of lot 1 within the middle of the Musconetcong River. From here the boundary turns north westerly and runs along the west boundary of lot 1 of block 1702. The boundary then intersects with the middle of State Route 57 at the point of the north west corner of Lot 1 of Block 1702. From here the boundary turns northeasterly and runs down the middle of State Route 57. The boundary forms the northwest lot lines of lots 1 and 2 of Block 1702. It runs to a point where it meets the south west corner of lot 2 of block 1205 of tax map sheet No. 12, Mansfield Township in the middle of State Route 57. From here the boundary turns north west and runs along the western line of lot 2 of Block 1205. The boundary then turns due northeast until it meets with the lot line of lot 1 of Block 1701 of Sheet No. 17. Here it turns northwest and runs to the northwest corner of lot 1 where it turns northeast. The boundary then runs along the northwest lines of lots 1, 2, 3, and 4, where it turns southeast. The boundary then runs to its intersection with lot 6.01 where it turns northeasterly and runs along lots 6.01, 6.02, 7, 8, 9, 10 on their northwest boundary. Here it intersects with Airport Road. Here the boundary runs northwest up the center of Airport Road a distance of 100' from the center of the intersection of Airport Road and State Highway Route 57. Here it turns northeast and runs a parallel 100' distance from the center of State Highway Route 57. Then, where the boundary is parallel due northwest in a straight line from the easterly boundary of lot 9 of Block 1703 of sheet 17, it turns east to a point where it intersects the beginning of the boundary at the northeast corner of lot 9 of Block 1703 of sheet 17. This completes the boundary of the historic district

BOUNDARY JUSTIFICATION

The boundaries of the district represent the current and historic lot boundaries of the contributing properties. The boundary areas in the northeast portion of the district are inclusive of a meadow area (due south of State Route 57) and a reasonable set back line containing open field due north of Route 57.

Beattystown Historic District
Mansfield Township
Warren County, NJ



Warren County

AIRPORT
ROAD

STATE ROUTE 57

MUSCONETCONG
RIVER

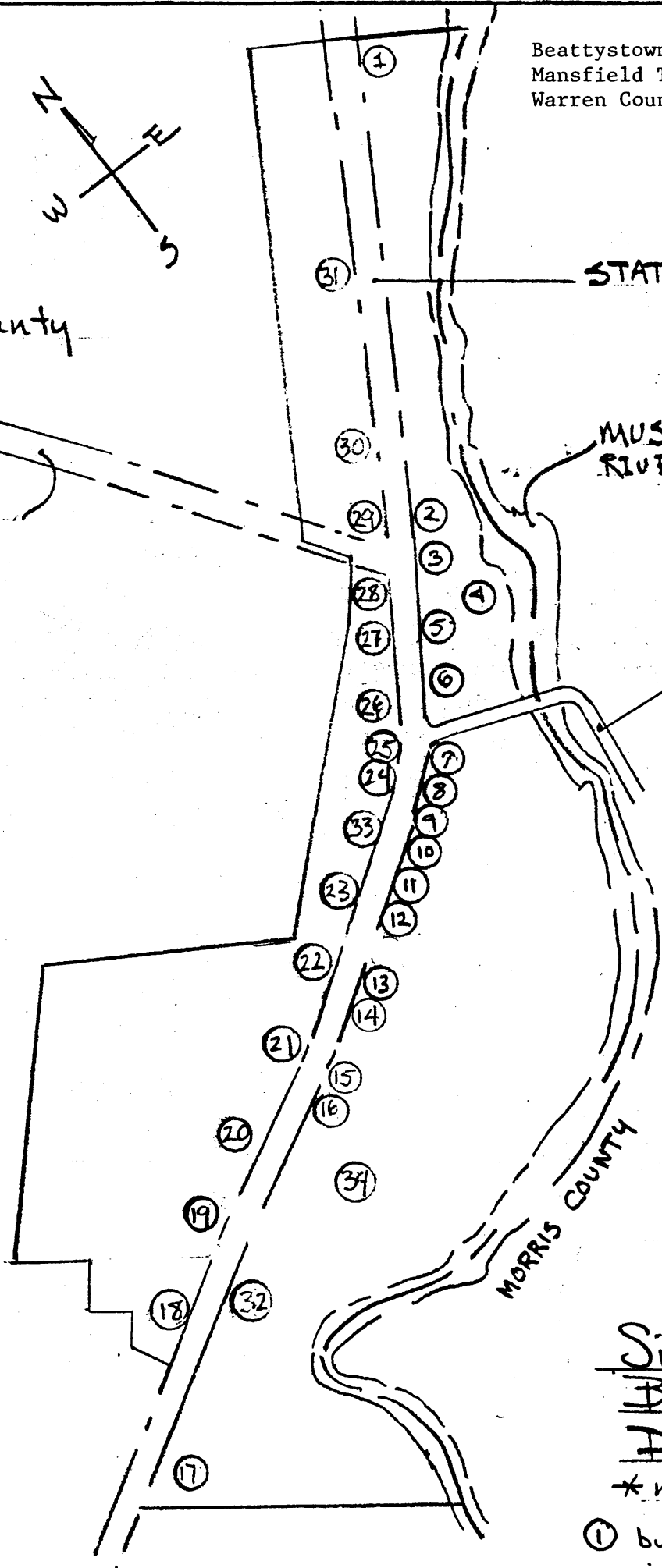
Kings Highway

MORRIS COUNTY

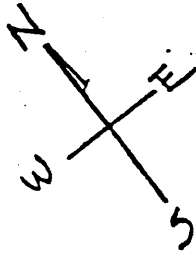
Site Map
Beattystown
District Map

*not to scale

① building/site # in text



Beattystown Historic District
Mansfield Township
Warren County, NJ



Warren County

AIRPORT
ROAD

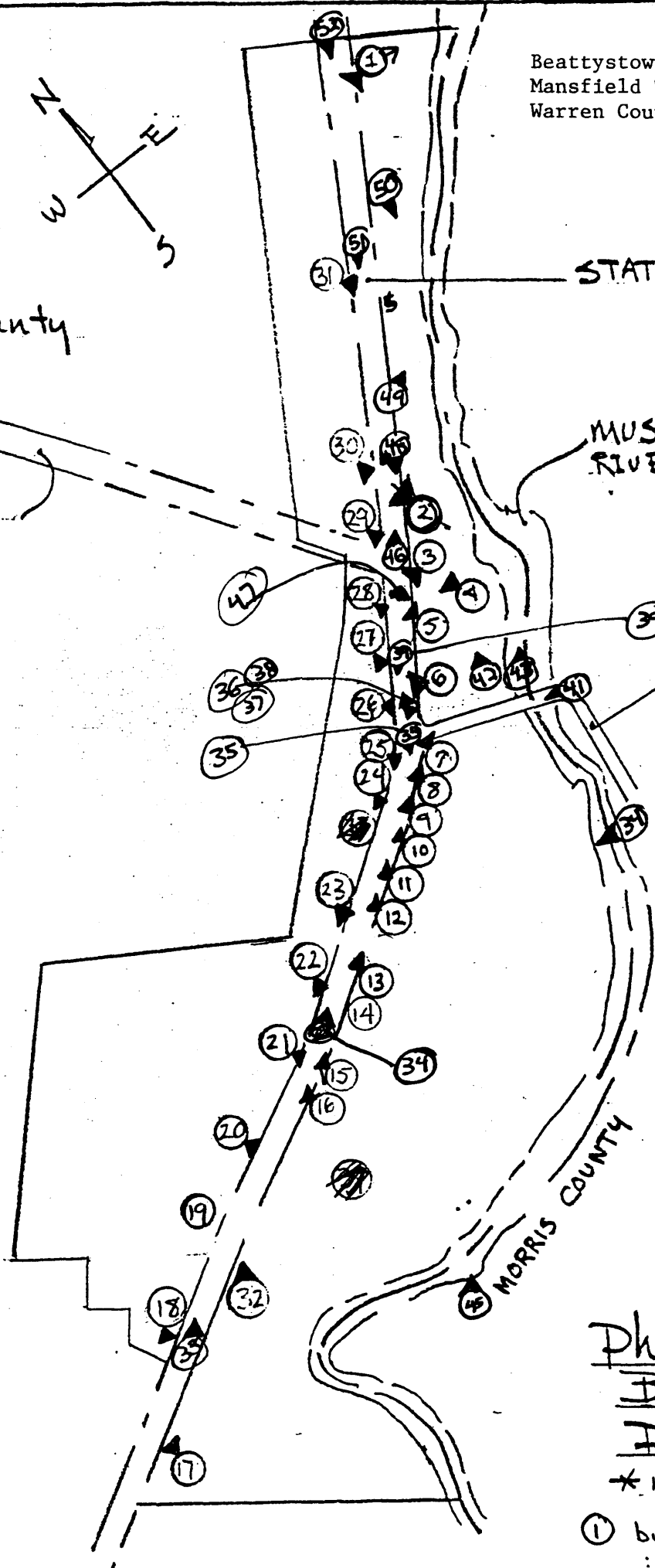
STATE ROUTE 57

MUSCONETCONG
RIVER

Kings Highway

MORRIS COUNTY

Photo Key
Beattystown
District Map
*not to scale
① building/site # in text



FINESVILLE-SEIGLETOWN HISTORIC DISTRICT

RECEIVED 2280

OMB No. 1024-0018

United States Department of the Interior
National Park Service

892

National Register of Historic Places Registration Form

SEP 29 2010
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

RECEIVED

JUL 30 2009

HISTORIC PRESERVATION OFFICE

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in the *National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Finesville-Seigletown Historic District

other names/site number _____

2. Location

street & number County Route 627; Mountain, Musconetcong, Mt. Joy & Bellis Roads ☐ not for publication

city or town Pohatcong and Holland Townships ☐ vicinity

state New Jersey code NJ county Warren code 041 zip code 08865

Hunterdon 019 08848

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. ☐ See continuation sheet for additional comments.

Signature of certifying official/Title

Date 3/4/10

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet for additional comments.

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

Signature of the Keeper

Date of Action

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the
National Register.
☐ See continuation sheet.

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

☐ other, (explain): _____

5. Classification

Ownership of Property

(Check as many boxes as apply)

☒ private

☒ public-local

☐ public-State

☐ public-Federal

Category of Property

(Check only one box)

☐ building(s)

☒ district

☐ site

☐ structure

☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

97

52

buildings

5

0

sites

6

0

structures

0

objects

108

52

Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC/ single dwelling

DOMESTIC/ secondary structure

AGRICULTURE/ storage

AGRICULTURE/ agricultural outbuildings

COMMERCE/ specialty store

RELIGION/ cemetery & church

INDUSTRY/manufacturing facility

TRANSPORTATION/ bridge

Current Functions

(Enter categories from instructions)

DOMESTIC/ single dwelling

DOMESTIC/ secondary structure

RELIGION/ cemetery & church

AGRICULTURE/ storage

AGRICULTURE/ agricultural outbuildings

TRANSPORTATION/ bridge

7. Description

Architectural Classification

(Enter categories from instructions)

COLONIAL/ Georgian

EARLY REPUBLIC/ Federal

MID-19TH CENTURY/ Greek Revival

LATE VICTORIAN/ Italianate

LATE VICTORIAN/ Queen Anne

LATE 19TH AND 20TH C. MOVEMENT/ Bungalow

LATE 19TH AND 20TH C. REVIVAL/ Colonial Revival

Materials

(Enter categories from instructions)

foundation STONE

walls STONE

WOOD

roof ASPHALT

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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Finesville-Seigletown Historic District
Hunterdon & Warren Counties, NJ

Section number 7 Page 1

NARRATIVE DESCRIPTION

Located in the Highlands geographical province of northwestern New Jersey, the Finesville-Seigletown Historic District encompasses adjoining villages (Finesville and its smaller eastern neighbor Seigletown) which developed around mill sites on the Musconetcong River, the boundary between Hunterdon and Warren Counties, less than two miles upstream from its confluence with the Delaware River. The district, for the most part, extends linearly along an approximately one mile stretch of County Route 627 on the north side of the Musconetcong, but encompasses a short segment of Mount Joy Road, a crossroad in Finesville, which leads to the bridge over the river, and another short street, Musconetcong Street, which runs along the river between those two roads, as well as a cluster of buildings on the south side of the river on Mt. Joy and Bellis Roads in Hunterdon County. A small cemetery just west of district constitutes a non-contiguous element. The district includes one property, the Seigle Homestead (inventory #62), which is individually listed on the New Jersey and National Registers. The Finesville-Seigletown Historic District encompasses all that survives of the historic villages and adjoining land associated with their development, but excludes adjoining modern residential development. While mostly residential, the district has a cluster of industrial, commercial and institutional buildings near the crossroads and bridge, and a few others are scattered throughout the district. Non-residential uses in the district currently include the two churches, one of the industrial buildings, a winery (which occupies a 19th century farmstead) and a small service station dating to the mid 20th-century. Most of the buildings occupy small lots and have short set backs from the road; a few –mostly farmsteads– occupy much larger parcels. The streetscape is rather tight around the Finesville crossroads and in the middle of Seigletown, but is somewhat more open elsewhere. The landscape surrounding the district is mostly open farmland with scattered farmsteads and modern, large-lot residential development.

Roads in the district follow their original routes, which provided external connections westward to the Delaware River at present-day Riegelsville, less than two miles away, where manufactured and agricultural products could be shipped downriver to Trenton and Philadelphia (first by Durham boat on the river and then by canal and railroad) and northeastward several miles to the old New Jersey Turnpike (the present-day Route 78/22 corridor), which linked the market town of Easton, Pennsylvania, and New Brunswick, New Jersey. Although no road survey survives, the main road through the village (County Route 627) is a Colonial-era road in use at least as early as 1774, when Shenk's Ferry was established across the Delaware at Riegelsville. First improved in the 1920s and now paved with asphalt, County Route 627 features one travel lane in each direction with painted center and side lines and no or narrow shoulders; the other streets are paved, single-lane township roads without shoulders. The minimal signage in the district consists of standard road identification and traffic control signs.

Buildings, ninety-seven in number, constitute the most numerous contributing resource type in the district. They are 19th and early 20th-century dwellings and various agricultural and domestic outbuildings but also include several early industrial, commercial, and institutional buildings: three industrial buildings, two stores, two churches, a school-house and a tavern, a number of which have been converted to new compatible uses. The district's other contributing resources encompass five sites (the cemetery and the ruins of five buildings), and five structures (three limekilns, a truss bridge, an dam/mill hydro system). The district contains fifty-two non contributing buildings, mostly modern garages and other outbuildings, as well as several modern dwellings

The district is dominated by modestly scaled gable-roofed vernacular buildings of stone or frame construction ranging in date from the late 18th to the early the 20th century, and exhibiting simple stylistic embellishments characteristic of that era. Most have retained their historic form and a fair amount of early detailing, and, although many have been renovated or enlarged, these alterations do not significantly affect the character of the district. There are also a much smaller number of more recent buildings, mainly outbuildings such as garages and sheds, but also some infill houses.

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Finesville-Seigletown Historic District
Hunterdon & Warren Counties, NJ

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which in general are compatible in siting, scale, and form. Most district buildings are closely spaced on small lots and face the road with short setbacks, although around the perimeter of the district and between the two village cores farmsteads and other dwellings are more loosely grouped and have greater setbacks from the road. Several agricultural parcels within and adjoining the district are preserved open space or have protective easements. In general, dwellings in closer proximity to the roads face the road, although there are a number sited perpendicularly for a southern exposure, an orientation characteristic of the region's early architecture. Buildings generally are in good condition and well-maintained surrounding yards similarly are well groomed, often featuring large trees and mature plantings. A distinctive streetscape feature is a series of stone retaining walls in front of some houses on the north side of Route 627 in Finesville, which probably date to the 19th or early 20th centuries.

The district's dwellings are, in general, simply detailed and are of frame or stone construction, ranging in date from around 1800 to about 1930, a notable exception being the Seigle Homestead, a late 18th century house (inventory #62, photo # 13), a rare surviving example of two-story hewn-log construction. The district contains about two dozen early stone dwellings whose masonry, either coursed rubble or stucco-coated rubble masonry, is typical of vernacular regional practices. Representative examples include inventory #s 12, 14, 17, 24, 34, 44, 47, 53, 55, 58 59, 61, 64, 75-81, 83 and 84, photos #s 1, 3, 4, 5, 11, 12, 14, 17, 18 and 19). A few houses, like #s 30 and 59 (photo #'s 9 10), exhibit more carefully cut and dressed, ashlar-like stonework. Except for chimneys, brick was rarely used in the district; the notable exception are a mid-19th century I-type dwelling (inventory #77) and is large three-story combination social hall/residence of late 19th century date (inventory #11, photo #1).

A number of different traditional house types are found within the district and make up a substantial portion of the dwellings. The two-story, single-pile, gable-roofed house type with interior gable-end chimneys, termed the I-type by cultural geographers, predominates among the district 19th-century housing stock, not doubt a reflection of the influence of the Delaware Valley culture region, where the I-type became ubiquitous in the 19th century. Examples include #s 13, 14, 24, 30, 44, 58-60, 59, 75-79 81, 83 and 84 (photo #s 3, 9, 18 and 19), of which #s 44, 59, 77 and 84 exemplify the distinctive two-room-plan version with paired inner bay front entries. The former tavern at inventory #80 also conforms to the I-type. There is at least one example of a single pile, two-story dwelling with center hall plan that represents a Georgian transformation of the I-type (inventory #4). Double-pile, 2-story house are much less common, examples include #s 47, 61, 64 and 66 and 68, of which #68 (photo #15) represents a late 19th-century example of the Georgian center-hall plan type and #s 64 (photo #14), 66 and 76, side-hall-plan variants. Traditional one and one-half story houses are not common in the district. A small, early one room-plan example survives at #34. It has a bank cellar, like the much large example, #17, which was expanded linearly in three builds. Three other, stone one-room-plan examples serve as kitchen wings for larger houses (inventory #s 17, 19 and 76; one frame house (inventory #35) is two-room plan version. Bank cellar and linear expansion are two distinctive features of many district houses that are also characteristic of much of the region's early vernacular architecture; other examples include #s 14, 30, 44, 53, 61, 62, 79, 83 and 84 (photos #s 3, 5, 11 and 14). Some of these linearly expanded houses probably served as multifamily dwellings; house #83 (photo #19), built in three sections, is a likely candidate.

Dating to the second half of the 19th and early 20th centuries is a smaller group of dwellings that represent popular house types, which began to appear in the region by the middle of the 19th century and continued to be built well into the 20th century, eventually completely supplanting the traditional house types. Included in this category is gable-front dwelling type (inventory #85, photo #20) and the hip-roofed type sometime referred to as the "four-square" (inventory #73, photo #17). Another popular house type found in the district is the bungalow, of which there are several early 20th century examples (inventory #s 8, 9, 10, 56, 57 and 82).

A number district dwellings exhibit influences of the various architectural styles popular from the late 18th to the early 20th centuries. Acceptance of classical ideas of symmetry can be seen in the number of house that have symmetri-

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Hunterdon & Warren Counties, NJSection number 7 Page 3

cal fenestration patterns and center or side-hall plans (inventory #s 30, 44, 53, 59, 64, 68 and 78, photo #s 10, 11, 15 and 18). Georgian style influences also are evident in the window lintels with enlarged keystone on the front of façade of one early 19th-century house (inventory #19, photo #5). Federal style influences similarly are evident in the fan-lighted front entry with delicate flanking pilasters and Adamesque patera that graces the early 19th-century house (inventory #30, photo #10). The large turned posts gracing the porch of one early 19th-century house (inventory #84) may represent a folk interpretation of a classical column (or alternately "folk" Queen Anne style posts). Several mid 19th century dwellings feature cross gables that evoke the Gothic Revival style (#s 68 and 86, photo #15), and Italianate style influences are evident in the small porch with simple cornice and molded square posts at #77. House #68 (photo #15), one of the district's largest dwellings (which was owned by one of Finesville's industrial proprietors), exhibits relatively elaborate Gothic Revival and Italianate style detailing, which besides the front cross gable includes bargeboards, paired cornice brackets and full-width front porch with spandrel brackets and robust turned posts. One district house (inventory #32), built as a parsonage for the Methodist church in 1889, reveals Eastlake/Stick style influences. In the late 19th century, detailing associated with the Queen Anne and Colonial Revival style entered the local building vocabulary. One house (inventory #74, photo #17) exhibits Queen Anne-influenced shingle work, turned porch posts and elaborate railing and spandrel brackets, as its roughly contemporary neighbor (inventory #73, photo #17) similarly conforms to the Colonial Revival mode with its pedimented gables, modillion bracketed cornices and Tuscan porch columns. Craftsman influences are apparent in the bungalows at inventory #s 8, 9, 10, 56, 57 and 82, which exhibit such features as broad overhanging eaves and massive porch posts on pedestals.

A number of industrial, commercial, institutional and buildings punctuate the village streetscape. Three 19th-century mill buildings survive. Probably the oldest of the three, the woolen factory (inventory #21, photo #6), is a stone, 3-story, 5-bay, gable-roofed building erected by Philip Fine (II) circa 1810, whose coursed rubble stone walls are pierced by fairly large, regularly spaced windows that would have provided the woolen workers much needed light. It shared a mill dam with the Fine grist mill on the south side of the river, which began as a stone, gable-fronted, 2-story mill, probably erected by Philip Fine (I) about 1800, which was extensively rebuilt and enlarged circa 1860 to accommodate a paper mill established by John L. Riegel (inventory #s 16 and 16a). Converted into a knife factory a few years later by Taylor, Stiles and Company, the building again underwent renovations circa 1940. This work, judging by a historic photo and current conditions, retained the earlier buildings' stone walls and fenestration pattern, but introduced a flat roof in place of a gable roof, new windows and stucco siding. The mill dam and portions of a raceway associated with these mills remain (inventory #15a, photo #6). The Seigletown mill (inventory #50) evidently began as a stone gable-roofed block, apparently erected as a clover mill in the early 1800s, which was converted into a gristmill and acquired a frame extension in the mid 19th century. While several dwellings may have accommodated stores at one time (inventory #s 12, 13, 17 and 47, photo #s 1 and 4), the district's one extant commercial building is a one-story gable-fronted store of late 19th century date (inventory #34), which typical of its gable-fronted type has a wide central entry flanked by over-sized windows and shaded by a full width porch. The front gable features decorative shingling and stick work. The Finesville Hotel (inventory #80) consists of a stuccoed-stone, four-bay, I-type dwelling with four-bay east extension and rear appendage.

A number of institutional buildings also survive in the district. At the crossroads in Finesville stands the Finesville Methodist Episcopal church (inventory #33; photo #8), a stuccoed-stone building that was erected in 1835 as a house of worship serving four congregations and was extensively remodeled in 1879. A rectangular block with gable-end entry and belfry, it conforms to the 18th-century gable-fronted meetinghouse formula and reveals Italianate influences in its squat belfry, broad eaves and segmental-arched windows and front entry with molded hood. Because of the sloping ground the basement is fully above grade on the rear, providing a social hall. The district's second church (inventory #70, photo #16), erected by a Christian congregation in 1877, is another stuccoed-stone, gable-fronted building. It has two stories, a low basement providing social hall and a much higher upper story sanctuary. It also exhibits simple

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Italianate style influence, featuring wide eaves with paneled soffit and returns, attenuated windows, and segmental-arched entry with panel doors. The small stone-walled cemetery, a former family graveyard acquired for use by the four congregations in 1835, contains headstones dating to the 19th and early 20th centuries. A one-room schoolhouse was erected between the two villages sometime in the mid 19th century (inventory #69). The stuccoed-stone, 1-story, gable-fronted buildings also retains modest Italianate style detailing, consisting of a round-arched gable window and a broad eaves cornice with returns, but lost its original fenestration upon residential conversion after it was abandoned for school purposes. One district building (inventory #11, photo #1) evidently was purpose to accommodate a social hall and residential use. Erected during the last quarter of the 19th century, the brick, three-story gable roofed buildings features a regular five bay fenestration with segmental-arched windows and three entries; the broad eaves cornices originally had brackets that were remove some years ago.

There are a large number of agricultural and domestic outbuildings in the district, most of which date to the 19th and early 20th century and are of stone and/or frame construction. Associated with district farmsteads are several stone and frame barn barns, some of which have ells and other appendages and most of which evidently date to the middle decades of the 19th century (inventory #s 4, 17, 20, 41, 53, 61 and 65 are examples, photo #'s 4, 6, 11 and 12). Wagon houses and small barns, with either gable end or side wall entries are found at many of district properties; representative examples, mostly of frame construction are found (inventory #s, 17, 20, 55, 60 72, 85 and 87, photo #'s 4, 6, 20, 21). Other district outbuildings include several stone spring houses (inventory #s 31, 35 and 54); two stone out kitchens (inventory #s 59, which is attached to the house, and 62, photo # 13) and the stone fireplace and chimney surviving from a third (inventory #19, photo # 5); a brick ice house (inventory #69) and at least one privy (inventory #54). Many district houses also have small garages of 20th-century date (inventory #s 30, 42, 42, 49, 63 and 82 are examples, photo #'s 9 and 10). The district also contains three small, stone, one-bay limekilns (inventory #s 22, 87 and 88, photo #s 7 & 21), which feature barrel vaulted arched openings on the front.

One final important district resource is the truss bridge spanning the Musconetcong River at Finesville (inventory #15, photo #4). Dating to the late 19th century, it is a single span, eight-panel Pratt thru truss bridge and the only known example of the work of C. M. Rusling, a bridge builder from Hackettstown.

In the following inventory, each principal structure and site is identified by a number that locates it on the accompanying district map. All primary entries are categorized as either "contributing" or "non-contributing" to the significance of the district. All outbuildings included in the inventory are identified as either contributing or non-contributing with the designation (C) or (NC). References are included where appropriate to earlier county and township surveys (the Warren County's survey, for example, denoted by "MAAR").

- 1 **Route 627.** (MAAR # 2120.49) Moderate-sized, tree-lined cemetery. Contains a variety of 19th & 20th century gravestones c. 1837-1940. Surrounded by a dry laid fieldstone wall capped with concrete.

Style: none

Date: 19th to 20th century, c. 1837-1923

Additional description:

Outbuildings: None

Contributing B115-L13

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Finesville-Seigletown Historic District
Hunterdon & Warren Counties, NJ

Section number 7 Page 5

2 [site number deleted]

3 [site number deleted]

4 **112-116 Route 627.** (MAAR # 2120.50) (Chelsea Forge Antiques). Stone, 2 ½ -story, 8-bay, gable-roofed **dwelling** consisting of a 5-bay, center-entry unit (with interior gable-end chimneys) and a 3 bay east extension (with interior gable-end chimney); two chimneys have brick stacks and one with stucco stack. House appears to have been stuccoed originally

Style: Italianate influences

Date: mid 19th century

Additional description: Exterior features include flush eaves, 6/6 sash windows with louvered shutters, knee-wall attic story windows with decorative grill, transomed front entry with molded surround, 3-bay front porch with box cornice, spandrel brackets and chamfer-cornered square posts on pedestals.

Outbuildings: (1) Frame and stone, 2-story, gable-roofed **bank barn** (now used as commercial space) with a rear, 1-story, gable-roofed appendage, a stone foundation and clapboard siding (mid 19th) (C); (2) stone, 1-story, gable-roofed barn with metal roof and side entry (mid 19th)(C).

Contributing B115-L14.01

5 **Two house ruins** The roof-less and collapsing ruins of what appears to have been two 2-room-plan I-type dwellings.

Style: none

Date/history: early 19th century

Additional description:

Contributing B 115-L16

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Finesville-Seigletown Historic District
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- 6 **140 Route 627.** (MAAR # 2120.64) Frame, 2-story, 2 over 3-bay, gable-fronted **dwelling** with rear and side, 2-story appendage and exterior chimney with brick stack
- Style: Craftsman embellishment
- Date: late 19th century.
- Additional description:** Exterior features include overhanging eaves, 1/1 sash windows, centrally located front entry door flanked by two 1/1 sash windows; the hip-roofed porch with tapered square posts on cement-block pedestals is an early 20th-century, Craftsman style embellishment.
- Outbuildings:** Frame, 1-story, gable-roofed **garage** (Early 20th)(NC)
- Contributing B115-L17
- 7 **144 Route 627.** (MAAR # 2120.63) Frame, 2-story, 4-bay, gable-roofed **dwelling** with 2 interior gable end chimneys with brick stacks and rear 1-story, shed-roofed addition.
- Style: none
- Date: early/mid 19th century.
- Additional description:** Exterior features include box cornice with returns, aluminum siding, newer 1/1 sash windows, paired inner bay front entries, and a shed porch (late 20th century replacement) with square posts.
- Outbuildings:** Frame, 1-story **shed** (20th)(NC)
- Contributing B115-L18
- 8 **148 Route 627.** (MAAR # 2120.62) Frame, 1-story, 3-bay, hipped roof **dwelling** with southern side exterior chimney with brick stack
- Style: Craftsman Bungalow
- Date: c.1910-30
- Additional description:** Exterior features include overhanging eaves, vinyl siding, slightly offset front door flanked by 6/1 and 8/1 sash windows, gable-fronted porch with square tapered posts on masonry pedestals and small rear small, shed roof porch.
- Outbuildings:** Frame, 1-story, 1-bay hipped roofed **garage** (Early 20th)(C)
- Contributing B115-L19

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- 9 **199 Mt. Joy Road.** (MAAR # 2120.61) Frame, 1-story, 4-bay, gable-roofed dwelling with east side carport and exterior brick chimney.

Style: ranch

Date: c.1950s

Additional description: Exterior features include modern louvered shutters, a centrally located wood and panel front entry door flanked by an oversized bay window and 2 smaller windows and a concrete front porch with metal railings.

Outbuildings: none

Non-contributing B 115-L20

- 10 **197 Mt. Joy Road.** (MAAR # 2120.60) Frame, 1-story, 3-bay, gable-roofed dwelling with chimney on the west side.

Style: ranch

Date: c. 1950s

Additional description: Exterior features include modern louvered shutters, centrally located wood and panel front door flanked by 2 oversized windows and a concrete front porch with metal railings.

Outbuildings: none

Non-contributing B115-L20.01

- 11 **191 Mt. Joy Road.** (MAAR # 2120.59) ("Mechanic's Hall) Brick, 3-story, 5-bay, gable-roofed social hall/ dwelling with east and west side exterior chimneys with brick stacks.

Style: Italianate influences

Date: c.1874-1890. An early 20th-century post card view of this building bears the inscription "Mechanic's Hall Finesville, N. J."

Additional description: Exterior features include box cornice with returns, segmental arched 2/2 sash windows and a three front entry (occupying the center and end bay) with transoms, panel doors and stone stoops. The MAAR Architectural Survey of 1991 indicates that the building featured paired carved wood cornice brackets, at that date.

Outbuildings: none

Contributing B115-L21

Photo # 1

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- 12** **187 Mt. Joy Road.** (MAAR # 2120.58) Stuccoed-stone, 2-story, 4-bay, gable-roofed dwelling with 2 interior end chimneys (brick stacks) and a rear ell.

Style: Craftsman embellishment

Date: c. 1810-40

Additional description: Exterior features include box cornice with returns, 6/6 sash windows, paired inner-bay front entries, a hipped-roof 4-bay porch with square posts on brick pedestals. The vinyl siding on the front presumably was installed as a protection against moisture penetration.

Outbuildings: none

Contributing B115-L22 Photo # 1

- 13** **185 Mt. Joy Road.** (MAAR # 2120.57) Stone, 2-story, 4-bay, gable-roofed dwelling with 2 interior end chimneys, and a small side, 1-story, 1-bay shed appendage; the stone on the front façade is laid in a random ashlar pattern.

Style: Georgian/Federal influences

Date: c. 1820. This may be the "storehouse" identified in a 1834 deed for property across the road and evidently is located on the small lot acquired by Philip Fine III "the merchant" from his father in 1816 (Sussex county Deeds, Book E2, page 281 and Warren County Deeds, book 12, page 292. The 1874 Beers atlas depicts a 1-story western side addition on a separate lot from the main house; this house is labeled "Store" on the atlas while 181 Mt. Joy Road, which shared the same lot as the main house, is labeled "Res."

Additional description: Exterior features include flush eaves, 6/6 sash windows with molded surrounds, small paired 4-pane gable windows, and two front entries (north inner bay and south end bay) with panel doors. A pent roof with cove cornice extends the length of the building front the first and second floors and appears to be an early feature.

Outbuildings: Stone, 1-story, gable-roofed springhouse with gable-end entry (19th)(C).

Contributing B115-L23 Photo # 1 & 2

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- 14 **181 Mt. Joy Road.** (MAAR # 2120.56) Rubble stone, 2-story, gable-roofed, single-pile **dwelling** evidently consisting of a 2-over-3-bay I-type units with interior gable end chimneys (brick stacks) and a 2-bay west extension with interior end chimney (brick stack)s. The house sits perpendicular to the road facing the river.

Style: Georgian influences

Date: early 19th century. According to the 1874 Beers atlas, this building was located on the same lot as 185 Mt. Joy Road and a third building, which is no longer standing. This house is labeled 'Res' on the map while number 185 is labeled 'Store'. The footprint of a west side addition to this house, which no longer exists, also appears on this map.

Additional description: Exterior features include flush eaves, 6/6 sash windows with architrave trim, small paired 4-pane gable windows and two recessed front entries with panel doors. The paired "columns" of ashlar quoins aligned with the interior chimney (matching those on the corners of the house) are evidence that it was built in two sections..

Outbuildings: Frame, 1-story, gable-roofed **shed** with slate roof (mid 19th)(C)

Contributing B115-L24

- 15 **Mt. Joy Road Bridge.** Single-span eight-panel pin-connected Pratt thru truss **bridge** with stone abutments (NJ Bridge Survey # 10XXH64; (Hunterdon/Warren county bridge # H64W).

Type: Pratt through truss

Date: late 19th century. According to New Jersey Historic Bridge Survey, this is the only known example of the a bridge manufactured by G. M. Russling of Hackettstown, NJ

Additional description: Exterior features include inscription on iron panels at both ends of the bridge: "C. M. Russling Hackettstown NJ" and "Warren Committee - Isaac S. Laubach - Moses DeWitt - Henry Walters - Henry Metz".

Outbuildings: None

Contributing B117-L2 (Pohatcong) and B4-L12 (Holland)

- 15a **Mill dam and hydrosystem..** Concrete reconstruction of earlier dam, possibly incorporating earlier stonework. Hydrosystem remnants consisting of raceway along south bank of the river

Date: original dam early 19th century (present configuration and dam and raceway depicted in 1874 Beers atlas); concrete reconstruction early/mid 20th century

Contributing B117-L2 (Pohatcong) and B4-L12 (Holland) Photo # 6

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- 16 **179 Mt. Joy Road.** (Former Taylor Stiles & Co.) Large **factory** consisting of a 2-story, flat-roofed, stuccoed stone main block (3-bays wide and 6-bays deep) with 2-story north appendage (first story masonry, second story frame with asbestos shingle siding) and a large 1-and 1/2-story, stuccoed masonry west addition with appendages.

Style: modern Colonial Revival embellishment

Date/History: Main block, possibly the mill built c. 1800 by Philip Fine (I), reconstructed and enlarged to south c. 1860 after a fire for conversion into a paper mill; converted into the knife manufactory of Taylor, Stiles and Company c. 1870; 20th century renovations including removal of main block gable roof and window replacement. Pre-1924 photograph documents that the main block had a gable-roof, stacked entries on the south gable end, and its present fenestration pattern. The north addition appears to be currently used as a residence

Additional description: Exterior features include a variety of windows (metal and wooden multi-pane sashes, pedimented Colonial Revival entry on north addition, and 2-story garage door opening on south side, and various other entries.

Outbuildings: Frame, 1-story, 5-bay **garage/shed/workshop** on the opposite side of the road (early 20th) (C).

Contributing B12-L3 & B4- L12 (outbuilding)- Holland Township, Hunterdon County
Photo # 3

- 17 **380 Mt Joy Road.** Embanked, coursed rubble-stone, 1 and 1/2-story, 8-bay, gable-roofed **dwelling** built in three sections with two interior gable-end chimneys and two interior chimneys (brick stacks), the basement story is fully above ground on the road front, giving a two-story appearance.

Style: Queen Anne embellishment

Date/history: c. 1800, possibly earlier in part; enlarged c. 1800-1830. Located across the road from his mill, this probably was the residence of Philip Fine (I) and may have housed his store as well. Recorded in. Holland Township Barn Survey # 20.

Additional description: Exterior features include flush eaves, sash windows with louvered shutters, several front entries on basement and first-story level, gable dormers with 6/6 windows, and a 2-story shed-roofed, full-width front porch whose turned posts and railings are c. 1900 replacements.

Outbuilding: (1) Stone and frame, 2-story, gable-roofed **barn** with clapboard siding with large, 2-story ell (19th)(C); (2) frame, 1-story, double-width **wagon house** with corn crib on the north and south sides, paired wagon doors (19th)(C); (3) stone wall opening to **root cellar** (19th)(C); (4) frame, 2-bay open wagon house with no roof or siding (19th)(C); (5) frame **chicken house** (early 20th) (NC); (6) concrete batten **silos** (mid 20th) (NC); (7) **milk house** with partially collapsed roof (mid 20th) (NC).

Contributing B9-L8.07 - Holland Township, Hunterdon County Photo # 4

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- 18 **33 Bellis Road.** Frame, 1 and 1/2-story, 2-bay, gable-fronted dwelling with 1-story, gable-roofed side appendage.

Style: none

Date/history: 19th century

Additional description: Exterior features include overhanging eaves, novelty siding, 6/6 sash windows and entry with panel door.

Outbuilding: None

Contributing B4-L11- Holland Township, Hunterdon County

- 19 **96 Bellis Road.** Stone, 2-story, 4-bay, gable-roofed dwelling with 2 interior gable-end chimneys (stone stacks) and a, 1 and 1/2-story, gable-roofed rear wing with interior chimney (brick stack).

Style: Georgian influences; Craftsman embellishment

Date/history: c.1811, perhaps somewhat earlier. This house probably was erect and occupied by Philip Fine (II) soon after acquiring the property from his siblings after their father's death [New Jersey Deeds, Book AV, page 43]. He referred to it as his upper farm in his 1834 will and reserved rooms on the first and second stories for the use of his widow [New Jersey Wills, 4126J]. Holland Township Barn Survey # 18

Additional description: The coursed rubble stone work is distinguished by the large-keyed Georgian lintels on the front elevation, as well as large corner quoins. Other features include box cornice flush eaves, 1/1 sash windows with louvered shutters, small paired gable windows, glass and panel door sheltered by a stick-bracketed gable hood. The use of hand-wrought nails in interior construction (communication from preservation consultant Carla Cielo dated 9/14/2009) suggests that the dwelling may have been erected somewhat earlier.

Outbuilding: On house lot (1) frame, gable-roofed privy (19th) (C); (1a) frame, gable-roofed smokehouse (19th) (C) (2) Stone fireplace and chimney remains of out kitchen (19th) (C). Across the road (3) Frame, 3-story, gable-roofed wagon house with clapboard siding, 6/6 windows, gable-end entry with large barn doors, fieldstone foundation and stone lined earthen ramp on west side (19th) (C); (4) stuccoed stone, 1-story, "pig house" with attic/loft (19th)(C).

Contributing B9-L1 (house), B4-L8.02 (barn and pig house) - Holland Twp., Hunterdon

Photo # 5

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- 20** **105 Bellis Road.** Stone, 2-story, 3-bay, gable-roofed barn made into a dwelling with 1 interior and 1 exterior pipe chimney

Style/type: Ground-level German barn

Date/history: Mid 19th century, perhaps earlier; residential conversion late 20th century. Property originally associated with the Fine house across the road (inventory # 19); 1860 farm map of Alexandria depicts John Wieder as owner of both. Holland Township Barn Survey # 18

Additional description: Exterior features include slate roof, dressed stone corners, casement and picture windows and wood second story deck.

Outbuilding: Small, frame, 1-story shed-roofed shed (20th) (NC).

Contributing B4-L8.01 - Holland Township, Hunterdon County Photo # 6

- 21** **182 Mt. Joy Road.** (MAAR # 2120.55) Stone, 3-story, 5-bay, gable-roofed woolen mill (converted to residential use) with interior gable-end chimney (brick stack)

Style: none

Date/history: c. 1807-1810. In 1807, Philip fine (II) purchased a one-acre lot at the north end of the bridge subdivided from the old forge tract by his father and presumably erected the large stone woolen mill around that time or shortly thereafter [Sussex County Deeds, Book Q, page 329]. A frame appendage on the west side was removed in the 1920s.

Additional description: Exterior features include wood shingle roof, modern 6/6 windows with wood lintels and modern glass and panel door.

Outbuildings: None

Contributing B117-L1

- 22** **Musconetcong Street.** (MAAR # 2120.112) Limekiln with single bay stone arch partially filled in from the rear.

Date: early 19th century.

Additional description: Height 25 feet, base width 21 feet, top width 14 feet; bay 7-8 feet wide, 8 feet high in front, reduced to 4 feet wide and 5 feet high at the rear.

Outbuildings: none

Contributing B116-L10 Photo # 7

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- 23** **33 Musconetcong Street.** (MAAR # 2120.111) Frame, 2-story, 3-bay, gable-roofed, dwelling with rear addition and 1-story additions at the north and south ends, one of which appears to be a garage.
- Style:** none
- Date:** 19th century
- Additional description:** Exterior features include overhanging eaves, vinyl siding, 1/1 sash windows, one first floor window altered into a multi-pane picture window, the front entry door with later hipped-roof overhang.
- Outbuildings:** None
- Contributing B116-L12
- 24** **23 Musconetcong Street.** (MAAR # 2120.110) Rubble-stone, 2-story, 2-bay, gable-roofed, I-house plan dwelling with 1 interior end chimney (brick stack) and 2-story rear frame addition the width of the house. the exterior originally was stuccoed, incised to create an ashlar stone pattern.
- Style:** none
- Date:** c. 1830-50
- Additional description:** Exterior features include overhanging eaves and returns, rubble stone, altered 12/12 sash windows with solid shutters, and affront entry with transom and panel door.
- Outbuildings:** none
- Contributing B116-L13
- 25** **19 Musconetcong Street.** (MAAR # 2120.109) Frame, 2-story, 4-bay, gable-roofed, I-type dwelling with 1 interior gable-end chimney (brick stack) and a rear 2-story frame addition.
- Style:** none
- Date:** mid/late 19th century
- Additional description:** Exterior features include overhanging eaves, vinyl siding, 1/1 sash windows, paired inner bay front entries, and shed-roof porch; the porch has been reworked and a modern "picture" window installed.
- Outbuilding:** Frame, 1 -story, 3-bay, gable-roofed garage (20th)(NC)
- Contributing B116-L14

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- 26 **15 Musconetcong Street.** Frame, 2-story, 4-bay, gable-roofed dwelling with side 1-story appendage
Style/type: Bi-level
Date: late 20th century
Additional description: Exterior features include vinyl and brick siding and gable porch with 2-story columns
Outbuilding: none
Non-contributing B116-L15.01
- 27 **13 Musconetcong Street.** (MAAR # 2120.108) Frame, 1-story, cross-gabled dwelling with interior chimney with brick stack and 1-bay attached garage.
Style: none
Date: mid/late 20th century
Additional description: Exterior features include vinyl siding and multi-paned windows.
Outbuilding: none
Non-contributing B 116-L15
- 28 **11 Musconetcong Street.** Frame, 1-story, gable-roofed dwelling with exterior chimney with brick stack and 1-bay garage appendage to one side.
Style: Cape Cod
Date: mid 20th century
Outbuilding: none
Non-contributing B116-L16
- 29 Finesville Park. 2-acre township-owned park with ball field and playground.
Date: Land acquired from Taylor Stiles & Co. by township in 1951 and developed as a park.
Outbuilding: Frame, 1-story, gable-roofed snack bar (late 20th)(NC)
Non-contributing B116-L17

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- 30 **184-188 Mt. Joy Road.** (MAAR # 2120.54) Stone, 2-story, 5-bay, gable-roofed dwelling consisting of a 4-bay I-type unit with interior gable-end chimneys (brick stacks) and a 2-over-3-bay south extension; rear appendage.

Style: Federal influences

Date/history: In 1814, Philip Fine (II) "merchant miller" sold this small lot just north of the woolen factory to their son Philip Fine (III), "merchant," for \$65, and the latter presumably erected this house shortly thereafter [Sussex County Deeds, A2, page 499]

Additional description: Exterior features box cornice and flush raking eaves, 6/6 and 9/6 sash windows with architrave trim, three front entries (the middle one of which may replace a window), and a shed-roofed, full-width front porch with square posts. The main entry in the western section has a distinctive Sussex County Deeds, A2, page 499 Federal style treatment comprised of a fanlight, panel doors and elaborate surround comprised of paneled flanking pilasters with patera above them.

Outbuildings: (1) Frame, 1-story, 1-bay garage (19th)(C); (2) block and frame, 1-story shed (20th)(NC); (3) block and frame, 1-story, 1-bay garage 20th)(NC)

Contributing B116-L18, 19, 20 Photo # 9 & 10

- 31 **190 Mt. Joy Road.** (MAAR # 2120.53) Frame, 2-story, 4-bay, gable-roofed dwelling with an eastern side stuccoed chimney and a 2-story rear addition.

Style: none

Date: mid/late 19th century

Additional description: Exterior features include overhanging eaves and returns, a first floor facade clad in masonry, vinyl siding, 1/1 sash windows, 2 double sash windows with original fenestration pattern on the second floor, an altered offset front entry door, and a hipped-roof porch with metal railing and posts extends across the front elevation.

Outbuildings: Stone, 1-story, 1-bay, gable-roofed springhouse with side entry

Contributing B116-L21

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- 32 **196 Mt. Joy Road.** (MAAR # 2120.52) Methodist Parsonage. Frame, 2-story, 2-bay, cross-gabled dwelling with center stuccoed interior chimney

Style: Stick/Eastlake/Queen Anne influences

Date: 1889

Additional description: Exterior features include overhanging eaves with circular exposed rafter ends, slate roof, a western clapboard-sided half house with front and small side gables with windows. The first and second floor front sash windows are doubled and the side includes a 2-bay fenestration pattern. The eastern clapboard and fish scale-sided half of the house is gable-roofed with a steeply pitched roof extending down over a front porch and a small rear addition. Many of the windows on both sides feature large square panes of glass surrounded by smaller panes.

Outbuildings: none

Contributing B116-L1.01

- 33 **150 Route 627.** (MAAR # 2120.51) United Methodist Church. Stuccoed- stone, 1-story, 3-bay, gable-fronted church with basement story fully above grade on the rear or south elevation

Style: Greek Revival/Italianate influences

Date: 1835 and extensively remodeled in 1879. A stone above the entrance reads: "Finesville M.E. Church Erected A.D. 1879" Set at the main intersection in the Village where the Union Church once stood, as evidenced by the 1874 Beers map. According to the 1881 Warren County history [page 601] the old Union Church of 1835 was extensively renovated to create the present church.

Additional description: The Greek Revival style full entablature with returns at the roof eaves conceivably could survive from the 1835 church. Other exterior features, Italianate in feeling and dating to the 1879 renovations, include the squat belfry with a pedimented cornice, segmental-arched windows and double-doored front entry with elaborate hood moldings. The stained glass 1/1 sash windows probably date to the 20th century. The bell hanging in the belfry bears the following inscription: "Cast by the Clinton H. Meneeley Bell Co., Troy, N.Y. A.D. 1882".)

Outbuildings: none

Contributing B116-L1

Photo # 8

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- 34 **152 Route 627.** (MAAR # 2120.107) Frame, 1 ½ -story, 2 over 3-bay, gable-fronted commercial building with stone embanked cellar; abutting its east side is a stuccoed-stone 1 and ½-story, 3-bay, one-room-plan unit with interior gable-end chimney (brick stack) and embanked cellar.

Style: Stick/Queen Anne influences

Date: stone section, early 19th century; frame section, late 19th century.

Additional description: Exterior features of the stone section includes overhanging eaves, a centrally located front entry door flanked by a pair of 6/6 sash windows; the ghost of a 1-bay entry porch can be seen on the front wall. The larger frame section typical of its gable-fronted commercial type has a wide central entry flanked by large windows and shaded by a full width porch with turned posts. The front gable features decorative shingling and stick work; the flanking windows may be replacements of large display windows.

Outbuildings: none

Contributing B116-L2

- 35 **158 Route 627.** (MAAR # 2120.106) Frame, 1 ½ -story, 2-bay, gable-roofed dwelling with 1-story, 1-bay north side addition with interior end chimney with brick stack.

Style: none

Date: mid 19th century.

Additional description: Exterior features include aluminum siding, small upper story windows, 1/1 sash windows with shutters, 3 entry doors (western door is panel and 2 eastern doors are glass and panel) and a shed porch with square posts that extends the entire length of the building.

Outbuilding: (1) Stone, 1-story, 1-bay springhouse (19th)(C); (2) block and frame, 1-story, 1-bay gable-roofed garage with gable-end entry (20th)(NC)

Contributing B116-L3

- 36 **Route 627.** 1 ½-story, 4-bay garage. Garage for 159 Route 627 (#84)

Style: none

Date: late 20th century

Non-contributing B116-L4

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- 37 **170 Route 627.** (MAAR # 2120.105) Frame, 1-story, 3-bay, gable-roofed **dwelling** with an exterior chimney with brick stack and a north side 1-story addition

Style: Craftsman influences

Date: c. 1910-30

Additional description: Exterior features include clapboard siding, two dormers, two porches (one surrounding the front door with lattice posts and one on the southern side).

Outbuilding: 1-story, 1-bay **garage** with batten doors and gable-end entry (early 19th)(NC)

Non-contributing B116-L5

- 38 **180 Route 627.** Masonry, 1-story, 4-bay, flat-roofed **commercial building**

Style: none

Date: c. 1950

Outbuilding: none

Non-contributing B116-L6

- 39 **182 Route 627.** (MAAR # 2120.104) Frame, 2-story, 5-bay, gable-roofed, single-pile **dwelling** with a 1-story rear addition and exterior chimney with brick stack on the north side.

Style: Colonial Revival embellishment

Date: late 19th century, possibly earlier

Additional description: Exterior features include overhanging eaves with returns, aluminum siding, 1/1 sash windows, central front entry and porch with box cornice and Tuscan columns.

Outbuilding: 1-story, 2-bay **garage** (Early 20th)(C)

Contributing B116-L6.01

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- 40** **188 Route 627.** (MAAR # 2120.103) Frame, 2-story, 3-bay, gable-roofed dwelling with exterior north side chimney and rear, 2-story appendage.
- Style:** Gothic Revival embellishment
- Date:** mid/late 19th century
- Additional description:** Exterior features include overhanging eaves, , clapboard siding, 1/1 sash windows, central front entry, and porch which retains portions of an elaborate tracery bargeboard at its eaves and brackets.
- Outbuilding:** Frame, 1-bay, gable-roofed garage (20th century)(NC).
- Contributing B116-L7
- 41** **194 Route 627.** (MAAR # 2120.102) Frame, 2-story, 3-bay, gable-fronted dwelling with central chimney (brick stack) and 2-story, gable-roofed east addition
- Style:** none
- Date:** mid/late 19th century
- Additional description:** Exterior features include overhanging eaves, vinyl siding, 1/1 sash windows, end-bay front entry door and an L-shaped porch whose square posts are replacements.
- Outbuilding:** (1) Frame, 1 ½-story, gable-roofed bank barn with board and batten siding and a stone foundation (mid 19th)(C); (2) frame, 1-story, 1-bay garage (20th)(NC).
- Contributing B116-L8
- 42** **198 Route 627.** (MAAR # 2120.101) Frame, 2-story, 3-bay, gable-roofed dwelling with interior stucco-stacked chimney on the north side and a rear 2-story gabled addition.
- Style:** none
- Date:** mid 19th century
- Additional description:** Exterior features include overhanging eaves with returns, asbestos siding, 2/2 sash windows with louvered shutters, end-bay entry with double glass-and-panel doors and an L- porch whose square posts and railings are replacements
- Outbuilding:** Frame, 1-story, 1-bay, gable-roofed garage (20th century)(NC)
- Contributing B116-L9

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- 43** **210 Route 627.** Frame, 2-story, 3-bay dwelling with 2-story rear addition with interior chimney.
Style: Gothic Revival influences
Date: late 19th century
Additional description: Exterior features include a front cross gable, vinyl siding and 1/1 windows.
Outbuilding: Frame, 1-bay garage (20th)(NC)
Contributing B116-L11
- 44** **226 Route 627.** (MAAR # 2120.100) Stone, 2-story, 4-bay, gable-roofed, 1-house plan dwelling with bank cellar above grade on the rear, interior-end chimneys (stuccoed stacks) and rear and side frame appendages on the ground story
Style: Georgian/Federal influences
Date: c. 1810-30
Additional description: Exterior features include flush eaves, 6/6 sash windows, small paired gable windows, paired inner bay front entries with panel doors, and a modern shed roofed porch with square posts..
Outbuilding: Frame, 1-story structure built into the side of the sloped property partially collapsed (20th)(NC).
Contributing B117-L4
- 45** **230 Route 627.** Frame, 1-story, 5-bay, gable-roofed dwelling with attached garage turned into interior living space and an exterior chimney with brick stack.
Style; ranch
Date: c. 1950-70
Additional description: Exterior features include clapboard siding, 1/1 sash windows, two picture windows and a glass and panel door.
Non-contributing B117-L4.01

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- 46** **232 Route 627.** Frame, 2-story, 3-bay, gable-roofed **dwelling** with rear 2-story appendage and a large exterior chimney with brick stack.
Style: None
Date: late 20th century
Additional description: Exterior features include overhanging eaves, clapboard siding and 8/8 sash windows.
Outbuilding: Frame, 1-story **garage** (20th)(NC)
Non-contributing B117-L3
- 47** **238 Route 627.** (MAAR # 2120.99) Stone, 2-story, 4-bay, gable-roofed **dwelling** with 2 stucco-stacked interior end chimneys, 1 chimney with brick stack, and rear (north), frame, 1-story addition
Style: Georgian/Federal influences; Colonial Revival embellishment
Date: c. 1810-30; date "1828" inscribed on a stone set in the second floor front façade
Additional description: Exterior features include box cornice with returns, , 6/1 windows, paired 3/1 gable windows, inner bay front entry with glass-and-panel door; the hipped-roofed porch with box cornices and Tuscan columns on stone pedestals and railing are early 20th century additions.
Outbuilding: None
Contributing B117-L5
- 48** **240 Route 627.** Frame, 1-story, 4-bay, gable-roofed **dwelling** with exterior chimney with brick stack.
Style: Ranch
Date: mid/late 20th century
Additional description: Exterior features include clapboard siding and extra large windows.
Outbuilding: Frame, 1-story, 1-bay **garage** with gable-end entry (20th)(NC)
Non-contributing B 117-L6

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- 49 **246 Route 637.** Frame, 1-story, 4-bay, gable-roofed dwelling
Style: Ranch
Date: mid/late 20th century
Additional description: Exterior features include vinyl siding, and shed overhang porch above the front entry do with square posts and railings.
Outbuilding: Frame, 1-story, 2-bay garage with gable-end entry (20th)(NC)
Non-contributing B117-L7
- 50 **250-254 Route 627.** (MAAR # 2120.98) Stone and frame, 2-story, 2-bay, gable-roofed mill (converted to residential use) with interior chimney with brick stack and 2-story, 2-bay frame side addition with interior chimney with brick stack
Style: none
Date: early 19th century; frame addition added mid/late 19th century
Additional description: Exterior features include an original western rubble stone section that functioned as a gristmill in the early 19th century and features altered 6/6 double sash windows with large stone lintels, a later shed roof porch with square posts and railings, a 2-bay side fenestration pattern and a 2-story rear frame eastern side addition that follows the roofline of the original structure and includes 1/1 sash windows and shed roofed porch.. The building was converted into a multi-unit dwelling in the early 20th century.
Outbuilding: The adjoining mill race remains extant (19th century; C).
Contributing B117-L9, 10,11
- 51 **256 Route 627.** (MAAR # 2120.97) Frame, 2-story, 3-bay, gable-roofed dwelling consisting of a 2-bay section with interior gable-end chimney (stuccoed stack) and a 1-bay extension north side frame addition.
Style: none
Date: early/mid 19th century
Additional description: Exterior features include box cornice with flush raking eaves, clapboard siding, 1/1 sash windows, glass-and-panel door and later front and rear shed porches with square posts.
Outbuilding: None
Contributing B117-L8

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- 52 287 Route 627. Frame, 1-story, **dwelling** with attached garage and interior chimney with stone stack
Style: Ranch
Date: mid/late 20th century
Non-contributing B110-L13.01
- 53 269 Route 627. (MAAR # 2120.96) Stone, 2-story, 5-bay, gable-roofed **dwelling** with 2 interior end chimneys with brick stacks, and a rear, frame 2-story addition and 20th century chimney and rear, stone, 2-story, 2-bay addition. Evidence that this house was constructed in two sections includes wider spacing of and narrower window trim on the front elevation's 2 northern bays and a discernable break in the stone between the northern and southern sections.
Style: none
Date: c. 1810-40
Additional description: Exterior features include overhanging eaves, 6/6 sash windows, and a central front entry with transom and glass-and-panel front door.
Outbuilding: (1) Frame and stone **bank barn** with masonry addition now used as a commercial winery (19th)(C); (2) large, frame, 1-story, gable-roofed **commercial building** used for wine making (20th)(NC)
Contributing B110-L13.02 & 13.04 Photo # 11
- 54 287 Route 627. (MAAR # 2120.118) Frame, 2-story, 3-bay, gable-roofed **dwelling** with interior gable-end chimney (brick stack) and rear 2-story appendage.
Style: none
Date: mid/late 19th century
Additional description: Exterior features include clapboard siding, sash and picture window with louvered shutters, shed-roofed porch with round columns.
Outbuildings: (1) Stone, gable-roofed **spring house** with 6-pane window, panel door and cupola (19th)(C); (2) frame, gable-roofed **privy** (19th)(C); (3) Frame and masonry, gable-fronted, 2-bay **garage** built partially into the bank with sash window (20th)(NC).
Contributing B110-L12

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- 55** **255 Route 627.** (MAAR # 2120.95) Stone, 3-story, 4-bay, gable-roofed **buildings** (probably a barn, renovated for residential use) with interior gable-end chimney
- Style: none
- Date: mid 19th century
- Additional description:** Exterior features include slate roof, 1/1 sash windows and glass and panel door.
- Contributing B110-L14.01
- 56** **251 Route 627.** (MAAR # 2120.94) Frame, 1-story, 3-bay, hipped-roof **dwelling**
- Style: Craftsman influences
- Date: c. 1910-30
- Additional description:** Exterior features include overhanging eaves, vinyl siding, 1/1 sash windows with louvered shutters, a gable dormer centrally located above the facade, glass and panel door with side lights and a shed porch with square posts extending across the full front elevation.
- Contributing B110-L15
- 57** **249 Route 627.** (MAAR # 2120.93) Frame, 1-story, 3-bay, gable-roofed **dwelling** with a stuccoed exterior chimney and a rear, 1-story addition
- Style: Craftsman influences
- Date: c. 1910-30
- Additional description:** Exterior features include vinyl siding, offset front door, a small octagonal window and larger picture window and large pent-roofed porch with square posts extending across the full front elevation
- Contributing B110/L16

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- 58** **247 Route 627.** (MAAR # 2120.92) Stone, 2-story, 4-bay, gable-roofed, I-house plan dwelling with southern interior end chimney, exterior furnace chimney and 2-story, 2-bay rear frame addition.

Style: none

Date: c. 1810-40, possibly earlier

Additional description: Exterior features include flush eaves, 2/2 sash replacements, inner bay entry with glass-and- panel entry door, and a hipped-roof porch with square posts.

Outbuilding: (1) Frame 2 -story, gable-roofed barn (19th)(C); (2) frame 1 ½ -story, 3-bay, gable-roofed garage (20th)(NC)

Contributing B110-L17

- 59** **245 Route 627.** (MAAR # 2120.91) Stone, 2-story, 4-bay, gable-roofed, single-pile dwelling with an interior-end chimney (brick stack) and rear 2-story addition with out kitchen appendage..

Style: Georgian/Federal influences

Date/history: c. 1810-30. Upon the death of Jacob Seigle in 1840, the 108-acre remainder of his farm was divided among his three sons, Abraham, Thomas and William R., his widow retaining the right to occupy half of "his stone mansion house," along with use of the yard and out kitchen [Warren County Deeds, Book 19, page 117].

Additional description: Exterior features include box cornice, flush raking eaves, , 9/6 sash windows with molded trim; and paired inner-bay entries with panel-lined reveals, matching panel doors and transoms.

Outbuilding: none

Contributing B110-L18

- 60** **243 Route 627.** (MAAR # 2120.90) Frame, 2-story, 3-bay, gable-roofed dwelling with interior gable-end chimney (brick stack) and a later rear, 2-story, gable-roofed addition

Style: none

Date: mid 19th century

Additional description: Exterior features include overhanging eaves, vinyl siding, 1/1 sash windows, a centrally located front entry door, and a full width 1-story shed-roofed porch with square posts.

Outbuilding: Frame 1 ½ -story, 2-bay, gable-roofed barn (19th)(C)

Contributing B110-L19

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- 61 **237 Route 627.** (MAAR # 2120.89) Stone, 2-story, 7-bay, gable-roofed dwelling built in two parts: a 3-bay western section and 4-bay eastern extension; interior gable-end chimneys and interior chimney at junction of two sections; 1-story rear greenhouse addition. It may have been stuccoed.

Style: Victorian embellishment

Date: early/mid 19th century

Additional description: Exterior features include flush eaves, 6/1 windows with modern panel shutters, and front inner-bay entry with glass and panel door. A Victorian semi-hexagonal bay window above the entry is support by a 3-bay shed-roofed porch with square posts.

Outbuilding: Braced-frame, 2-story bank barn with gable end entry (19th)(C).

Contributing B110-L20.01 Photo # 12

- 62 **235 Route 627.** (MAAR # 2120.88) Seigle Homestead. Hewn- log, 2-story, 2-bay, gable-roofed dwelling with a bank cellar, 2-room, double-pile plan, and interior gable-end chimney; 2-story, 2-bay frame, gable-roofed side addition with interior chimney (brick stack) to the west

Style: Georgian influences

Date: late 18th century, traditionally c. 1793, the year property was acquired by Benjamin Seigle; addition c. 1990s. Individually listed on NJ/National Registers of Historic Places.

Additional description: Exterior features include bank cellar of irregular and rough coursed limestone, clapboards on the south wall and the two gable ends with stone chinking, 6/6 sash windows, rear lower east entry, front cellar entry at ground level.

Outbuildings: (1) Stone, 1-story, shed-roofed out kitchen with bake oven (19th)(C); (2) frame 1 -story, gable-roofed shed (19th)(C)

Contributing B110-L22 Photo # 13

- 63 **225 Route 627.** (MAAR # 2120.87) Frame, 1-story, cross-gabled dwelling

Style: Craftsman

Date: c. 1910-30

Additional description: Exterior features include cross gables with a shed dormer on its hipped roof, 6/1 windows and engaged porch.

Outbuildings: Frame, 1-story, 2-bay gable-roofed garage (20th)(NC)

Contributing B110-L23

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64

223 Route 627. (MAAR # 2120.86) Stone, gable-roofed **dwelling** consisting of a 3-bay, side-hall plan main block and a one-room-plan, 1 1/2 -story east wing; both with interior gable-end chimneys (brick stacks).

Style: Federal influences

Date: c. 1810-40

Additional description: Exterior features include flush eaves, 1/1 and 6/6 sash windows, a recessed entry with paneled reveals and door, and shed-roofed porch with turned posts on the wing.

Contributing B110/L24.02 Photo # 14

65

Braced-frame, 2-story, **bank barn** with southern side 2-story addition (originally associated with #64, now on a separate lot).

Date: mid 19th century

Additional description: Exterior features include hand hewn timber barn with stone foundation and three Dutch batten doors

Outbuildings: Two **frame sheds** (20th century)

Contributing B110-L24

66

213 Route 627. (MAAR # 2120.84) Frame, 2-story, 3-bay, gable-roofed **dwelling** with a cross-gabled rear addition.

Style: Queen Anne embellishment

Date: mid/late 19th century; possibly earlier and remodeled

Additional description: Exterior features include overhanging eaves and a steeply pitched roofline, aluminum siding, 1/1 sash windows with shutters, double-leaf front door, and a hip- roof porch with spindle frieze, spandrel brackets and turned posts..

Outbuilding: Frame, 2-story, 2-bay, gable-roofed **garage** with an overhang above the first floor and 6/6 windows.

Contributing B110-L25

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- 67 **209 Route 627.** (MAAR # 2120.85) Frame, 1-story, 3-bay, gable-roofed dwelling with a southern 1-story addition.

Style: ranch

Date: late 20th century

Additional description: Exterior features include vinyl siding, central entry, and two dormers.

Outbuilding: Frame, 1-story, 3-bay garage (20th) (NC)

Non-contributing B110-L26

- 68 **203 Route 627.** (MAAR # 2120.83) Frame, 2-story, 5-bay, double-pile, center-hall-plan dwelling with interior end chimneys (brick stacks) and rear appendage

Style: Gothic Revival/Italianate influences

Date: c. 1860-1886

Additional description: Exterior features include central cross gable, patterned slate roof, cornice with paired brackets, clapboard siding, 2/2 sash windows with hood moldings, central entry with double doors and full-width front porch with spandrel brackets and robust turned posts.

Outbuildings: (1) Large frame 2-story, gable-roofed barn/carriage house with tower, partial slate roof, 8/8 windows and side 2-story, 2-bay appendage with 6/6 sash windows, glass and panel door and shed-roofed porch with decorative trim and turned posts (19th)(C); (2) frame, 1-story, 2-bay, gable-roofed garage with gable-end entry and arched doors, which were recycled from the house (20th)(C); (3) 1-story gable-roofed brick ice house with panel arched door and metal roof (19th)(C)

Contributing B110-L27 Photo # 15

- 69 **199 Route 627.** (MAAR # 2120.82) Stuccoed-stone, 1-story, gable-fronted schoolhouse (converted to residential use) with interior chimney with brick stack

Style: Italianate influences

Date: mid 19th century; remodeled c. 1950.

Additional description: Exterior features include box cornice with returns and a round-headed gable window; the original windows and entry were replaced when the buildings was remodeled, at which time the entry was shifted to the north side and a gabled porch with square posts added.

Outbuilding: Frame, 1-story, 2-bay, gable-fronted garage (20th)(NC)

Contributing B110-L28

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- 70 **191 Route 627.** (MAAR # 2120.81) Christian Church (now Calvary Bible Fellowship Church). Stuccoed-stone, 2-story. 3-bay, gable-fronted **church** with a 1-story rear shed addition.

Style: Italianate

Date: 1877

Additional description: Exterior features include a broad eaves cornice with paneled soffit and returns, attenuated windows, and segmental-arched entry with panel doors. The interior features an above grade basement meeting space with full height windows. It has two stories, a low basement providing social hall and a much higher upper story sanctuary.

Contributing B110-L29

Photo # 16

- 71 **187 Route 627.** (MAAR # 2120.80) Frame, 2-story, 3-bay, gable-fronted **dwelling** with a central chimney with brick stack and gable-roofed 2-story addition

Style: Queen Anne influences

Date: c.1890-1910

Additional description: Exterior features include vinyl siding, 1/1 sash windows, a transomed 1-bay entry with glass-and-panel door.

Outbuilding: Frame, 1-story, 1-bay **garage** with doors with strap hinges (19th)(C)

Contributing B110-L30

- 72 **185 Route 627.** (MAAR # 2120.79) Frame, 1-story, **dwelling** built in 3 sections

Style: none

Date: mid/late 20th century

Outbuilding: (1) Frame, 2-story overhang-type **barn** with shed-roofed hay mow and a stone foundation. (Late 19th century c.1870)(C); (2) large 1-story gable-fronted **barn** with metal roof (20th)(NC); frame, 1-story **animal shed** (20th)(NC)

Non-contributing B110-L31

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- 73 **183 Route 627.** (MAAR # 2120.78) Frame, 2-story, hip-roofed dwelling with interior brick chimney and a rear 1-story appendage.

Style: Colonial Revival

Date: c. 1890-1910

Additional description: Exterior features include clapboard and fish scale shingle siding, pedimented cross gables, modillion bracketed cornices, 1/1 and multi-light sash windows with panel shutters, the first and second floors each include 3-bay windows, entry with double glass and panel door, a wrap-around porch with Tuscan porch columns and turned balusters.

Outbuilding: Frame, 1-story, gable-fronted garage with shed-roofed appendage (20th)(NC)

Contributing B110-L32 Photo # 17

- 74 **181 Route 627.** (MAAR # 2120.77) Frame, 2-story, cross-gabled dwelling with interior center chimney with brick stack

Style: Queen Anne

Date: 1890-1910

Additional description: Exterior features include corner eave trim, clapboard and fish scale shingle siding, a pyramidal roof, 1/1 sash windows, multi-light sash windows in gable, a stone foundation, a side hall entry and a front porch with turned posts and decorative lattice railing that extends the width of the façade. A second floor window has been replaced with a vent.

Outbuilding: Frame and masonry, 1-story, 2-bay, gable-fronted garage with 9-pane window (20th)(NC).

Contributing B110-L33 Photo # 17

- 75 **179 Route 627.** (MAAR # 2120.76) Stone, 2-story, 3-bay, gable-roofed, 1-house plan dwelling with an interior-end chimney with brick stack and a later rear frame, 2-story, hipped-roofed addition

Style: none

Date: early/mid 19th century stone portion; late 19th century, frame addition

Additional description: Exterior features include overhanging eaves with returns, stucco over stone, a centrally located and altered front door flanked by a pair of 1/1 sash windows, and a full length 1-story shed porch with square posts and railings across the front elevation.

Outbuildings: Frame, 1-story, 1-bay, hipped-roofed garage (20th)(NC)

Contributing B110-L34 Photo # 17

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- 76 **173 Route 627.** (MAAR # 2120.75) Stone, and frame **dwelling** consisting of a 2-story, 3-bay, double-pile, side-hall-plan main block with interior chimney and a 2-over-3-bay, stone, 1 and 1/2-story west wing with interior gable-end chimney (brick stack) and a later rear frame, 2-story, hipped- roofed addition

Style: Italianate influences

Date: c. 1800-30, perhaps earlier, stone portion; mid/late 19th century, frame main block

Additional description: Exterior features include in the gable-roofed stone section 6/6 sash windows on the first floor, a gable-fronted overhang above the centrally located altered door, two 3-pane eyebrow windows above the first floor windows, and a small frame addition across the rear. The late 19th century frame section features gable-roofed roof with returns, 6/6 sash windows, clapboard siding, and a gable-fronted overhang above the offset and altered front door with support brackets.

Outbuilding: Frame **shed** has been constructed over the earlier stone foundation of a carriage house which was served by an alleyway along the back of the property (20th) (C).

Contributing B110-L35

- 77 **171 Route 627.** (MAAR # 2120.74) Brick, 2-story, 4-bay, gable-roofed, I-house plan **dwelling** with an altered interior-end chimney with brick stack

Style: Italianate influences

Date: c. 1850-74

Additional description: Exterior features include flush eaves, rubble stone, 2/2 sash windows, a small hipped-roof porch with square posts extending over the dual entry front doors. Alterations to the house include the replacement of one of the original front doors with a window. Retains evidence of its original brick patterned stucco siding on the front and southern sides. Elaborately carved Italianate-style bracketing noted in earlier site visit is gone.

Outbuilding: none

Contributing B110-L36

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- 78 **169 Route 627.** (MAAR # 2120.73) Stone, 2-story, 4-bay, gable-roofed, I-house plan dwelling with an interior-end chimney with brick stack and a frame, 2-story, 2-bay side appendage.

Style: Colonial Revival embellishment

Date: c. 1830-60

Additional description: Exterior features include overhanging eaves and returns, rubble stone, original 6/6 sash windows, paired inner bay front entries with transoms, and a later full-width hipped roof front porch with Tuscan columns. Originally sided with brick patterned stucco.

Outbuilding: The stone foundation remains of a former carriage house which was served by an alleyway along the back of the property (19th)(C).

Contributing B110-L37 Photo # 18

- 79 **163 Route 627.** (MAAR # 2120.72) Stone, 2-story, 6-bay, gable-roofed, I-house plan dwelling with interior-gable-end chimneys (brick stacks) and southern rear 1-story addition

Style: none

Date: c. 1830-60

Additional description: Exterior features include overhanging eaves with returns, vinyl siding, 6/6 sash windows, two centrally located front entry doors flanked by a pair of windows, and a rebuilt shed porch with square posts and railings. This house was served by an alleyway located along the rear of the property.

Contributing B110-L38

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- 80 **159 Route 627.** (MAAR # 2120.71) Finesville Hotel. Stone and frame, 2-story, gable-roofed dwelling consisting of a stuccoed-stone, 4-bay west portion with interior gable-end chimneys (brick stacks); a frame, 4-bay east extension with chimney with interior gable-end chimney (brick stack) and a rear addition behind the northern section

Style: Queen Anne embellishment

Date: c. 1810-40; subsequently enlarged.

Additional description: Exterior features include on the southern section a side-gable with overhanging eaves and returns, stucco over stone, 4-bays with altered 2/2 sash windows with louvered shutters, small paired 4-pane gable windows, a panel door with transom, and a later hipped roof porch with square tapered columns and railings which extends across to the first bay of the northern section of the home. This northern section has a side-gable with overhanging eaves and returns, two front entry doors, a second floor which extends over an additional porch with turned posts and decorative brackets, inset into the structure, fish scale and clapboard siding.

Outbuildings: 2 frame sheds (NC)

Contributing B110-L39

- 81 **155 Route 627.** (MAAR # 2120.70) Stucco over stone, 2-story, 5-bay, gable-roofed I-house plan dwelling and 2 interior end chimneys with brick stacks

Style: none

Date: early/mid 19th century

Additional description: Exterior features include overhanging eaves with returns, original brick-patterned stucco, 1/1 sash windows with louvered shutters, a centrally-located front door, and a 2-story, 5-bay porch with square posts and stick-style railings. The basement in the front elevation is above street level and includes a full height door with exterior access from the structure.

Outbuilding: none

Contributing B110-L40

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- 82** **151 Route 627.** (MAAR # 2120.69) Frame 1 ½-story, 3-bay, gable-roofed dwelling with side gable and dormer.

Style: Craftsman

Date: c. 1910-30

Additional description: Exterior features include 6/1 sash windows, glass and panel door with side lights and an engaged shed-roofed porch with square tapered columns on stone piers.

Outbuilding: Frame, 2-bay garage (20th)(NC)

Contributing B 110-L42
- 83** **149 Route 627.** (MAAR # 2120.68) Stone, 2-story, 7-bay, gable-roofed dwelling, built in two sections: a 3-bay, I-type east unit with interior east gable-end chimney (brick stack) and a 4-bay west unit with interior gable-end chimney (the exceptional wide spacing between the central bays of the west half may indicate that it was divided into two units; 1-story rear appendages).

Style: modern Colonial Revival embellishment

Date: c. 1810-30. The 1874 Beers atlas indicates that this property was divided into two residential units.

Additional description: Exterior features include flush eaves, 1/1 sash windows with panel shutters and doors with Colonial Revival surrounds.

Outbuilding: Block and frame, 1-story, 2-bay garage (20th)(NC)

Contributing B113-L12 Photo # 19
- 84** **141 Route 627.** (MAAR # 2120.67) Stuccoed-stone, 2-story, 4-bay, gable-roofed, I-type dwelling with interior gable-end chimneys (brick stacks)

Style: none

Date: c. 1810-30

Additional description: Exterior features include plastered cove cornice, flush raking eaves, small paired gable windows, , 9/6 sash windows, paired inner-bay front entries with transoms and glass-and- panel doors with transom, and a shed-roofed porch with robust turned posts (possibly original fabric) and stone foundation wall enclosing a storage area accessed by a brick-arched entry with batten doors.

Outbuilding: Small frame shed (19th)(C)

Contributing B113-L14

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- 85 139 Route 627. (MAAR # 2120.66) Frame, 2-story, 3-bay, gable-fronted, **dwelling** with a exterior block chimney and a southern 2-story, 2-bay gable-roofed addition with an enclosed porch and a further 1-story addition.

Style: none

Date: late 19th century

Additional description: Exterior features include overhanging eaves, 1/1 sash windows, a centrally located glass and panel front entry door with sidelights, and a shed porch with square columns.

Outbuilding: Frame, 2-story, gable-roofed **barn** with stone foundation (19th)(C)

Contributing B113-L15 Photo # 20

- 86 137 Route 627. (MAAR # 2120.65) Frame, 2-story, 3-bay, single-pile **dwelling** with 2 interior brick chimneys; a southern side 1 1/2 - story, 3-bay addition with cross-gables; a 3-story rear addition that rises slightly above the original structure; and 1 frame, 1 1/2 -story, 1-bay attached garage.

Style: Gothic Revival influences

Date: late 19th century; enlarged later 20th century

Additional description: Exterior features include overhanging eaves, clapboard siding, central cross gable, 6/6 sash windows, a transomed central front entry door, and a shed-roofed porch with original bracketing, turned posts and square railings extending the entire length of the facade. The small octagonal window on the second floor front is modern fabric.

Outbuildings: none

Contributing B113-L16

- 87 135 Route 627. Frame, 2-story, 3-bay, gable-roofed **dwelling** with exterior chimney.

Style: none

Date: 20th century

Outbuildings: (1) Frame and masonry, 2-story, gable-roofed bank **barn** with sash windows (late 19th)(C); (2) frame, 1-story, gable-roofed wagon house/garage (late 19th)(C); stone, 1-bay **lime kiln** 19th)(C).

Contributing B113-L17 Photo # 21

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88 **Mountain Rd. Limekiln** with single bay stone arch.

Date: early 19th century.

Additional description: none

Outbuildings: none

Contributing B113-L11

8 Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria considerations

(mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

EXPLORATION/SETTLEMENTARCHITECTUREINDUSTRYENGINEERING**Period of Significance**c. 1756-1930**Significant Dates****Significant Person**

(Complete if Criterion B is marked above)

Cultural AffiliationN/A**Architect/Builder**Unknown

10. Geographical DataAcreage of property Approximately Acres 195**UTM References**

(Place additional UTM references on a continuation sheet.)

1 18
Zone Easting Northing

2

3
Zone Easting Northing

4

☒ See continuation sheet**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared Byname/title Dennis Bertland and Janice Armstrongorganization Dennis Bertland Associates date July 2009street & number P.O. Box 315 telephone 609-397-3380city or town Stockton state NJ zip code 08559**Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.A **Sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs**Representative **black and white photographs** of the property.**Additional items**

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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SUMMARY PARAGRAPH

The Finesville-Seigletown Historic District possesses significance under Criteria A and C in the areas of community development, architecture, industry and engineering for the period beginning circa 1751 with the establishment of Chelsea Forge ironworks on the Musconetcong River, around which the adjoining villages later developed, and ending circa 1930, by which year the main road through the community had been straightened and improved, and the community had lost most of its businesses and institutions. Finesville and Seigletown exemplify the small agglomerate settlements that developed throughout the region during the 18th and 19th centuries around a focal point such as a water power site to serve the dispersed agricultural population, whose moderate later growth later reflected their limited access to 19th-century transportation innovations. The district's architectural significance derives from its assemblage of modest, mostly stone and frame buildings whose construction, form, detailing and spatial organization are representative of the rural region's vernacular architecture during the 18th, 19th and early 20th centuries, as well as the presence of a rare example of two-story log construction, the Seigle Homestead (inventory #62), which is individually listed in the New Jersey and National Registers. Industrial significance stems from its mill buildings, particularly the woolen mill, which embodies the small-scale manufactories that once proliferated around the region but eventually could not compete with operations possessing better transportation connections. It possesses significance in the area of engineering because of its late 19th-century Pratt through truss bridge (inventory #15), a good example of its type and the only known example of the work of C. M. Rusling, a bridge builder from Hackettstown, New Jersey. Archaeological resources relating to the area's 18th- and 19th-century material culture and industrial development also may be present in the environs of district buildings and sites.

Historical Background

European settlement of the lower Musconetcong Valley began during the first half of the 18th century, and the Chelsea Forge ironworks, established in 1751-53 at a water-power source on the Musconetcong River, became an early locus of activity for the surrounding neighborhood. By 1780, the forge—served by a road along the north side of the Musconetcong (now Route 627) leading to Shank's Ferry on the Delaware River at present-day Riegelsville—had developed into in a small hamlet, which in addition to the ironworks contained a saw mill, tavern, store, blacksmith shop and several dwellings. Although the forge ceased operations around a decade later, several new small-scaled industries established by members of the Fine and Seigle families soon replaced the defunct enterprise. They included two gristmills, along with clover, plaster, oil and fulling mills, a woolen manufactory, a distillery and a pottery,. The community acquired a school in the early 1800s, a church in 1835 and a post office under the name of Finesville in 1846. By the middle of the 19th-century, Finesville had grown to contain about two dozen dwellings and Seigletown, then know as Middleville, which clustered around a store, grist mill and pottery, perhaps half that number. Sometime before 1852, a new schoolhouse was built between the two villages. The Belvidere Delaware Railroad, constructed in the 1850s, provided some local economic stimulus, and about 1860 John L. Riegel opened a paper manufactory in the rebuilt gristmill on the south side of the Musconetcong, which two years later relocated to a site adjoining the new railroad on the banks of the Delaware River about 1.5 miles southwest of Finesville. A few years later, the community acquired a more long lasting enterprise, the Taylor, Stiles and Company cutlery manufactory which took over the former paper and woolen mills. Over the next several decades, the adjoining villages experienced only limited development, growing to include a dozen or more new dwellings, another store and a second church. The latter was erected next door to the schoolhouse, furthering the physical and social linkage between the two villages

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which gradually grew together becoming one community. Well into the early 20th century, Finesville and Seigletown continued as a service center for the surrounding rural neighborhood, prospering modestly as evidence by scattered new construction from that era. However, as it was bypassed by new 20th-century highways and its industries and businesses closed, the community became an increasingly isolated residential backwater, which helped to preserve much of its distinctive 19th and early 20th century character.

The district's resources are mostly dwellings, but also include several institutional, commercial, and industrial buildings, as well as a truss bridge and a cemetery. In general, they are well preserved with relatively few modern alterations. Collectively they possess architectural significance. Their materials form, construction, detailing and siting provide a representative illustration of the rural region's essentially vernacular architecture in the late 18th, 19th, and early 20th centuries. In the Seigle Homestead (inventory #62, photo #13, a rare example of hewn-log, corner notched construction, and one of only two known surviving two-story log house in New Jersey, the district possesses a resource of exceptional significance.¹ It also retains a large collection of early stone dwellings and other buildings, illustrative of such traditional construction as coursed rubble or stucco-coated rubble masonry, typical of vernacular regional practices. Representative examples include inventory #s 12, 14, 17, 24, 34, 44, 47, 53, 55, 58-59, 61, 64, 75-81, 83 and 84, photos #s 1, 3, 5, 11, 18 and 19). Several houses, like #s 30 and 59, exhibit more carefully cut and dressed, ashlar-like stone work, less common in the region. While the district contains several examples of one-and-a-half story traditional house types, two-story houses predominate, of which the I-type is most common, a reflection of the district's location in the Delaware Valley culture region where the type became ubiquitous in the 19th century. Examples include #s 13, 14, 24, 30, 44, 58-60, 59, 75-79, 81, 83 and 84 (photo #s 3, 9, 18 and 19). Of particular interest are dozen or more examples of a distinctive two-room-plan version with paired inner bay front entries (inventory #s 44, 59, 77 and 84 are good examples). Two other features characteristic of the region's early architecture can be singled out: bank cellars and linear expansion. Examples include #s 14, 30, 44, 53, 61, 62, 79, 83 and 84 (photos #s 3, 5, 11 and 14). Some of these linearly expanded houses probably served as multifamily dwellings; house #83 (photo #19), is a likely candidate. These early houses exhibit simple, limited stylistic embellishments, although dwellings owned by village proprietors, not surprising, often reflect more awareness of contemporary architectural fashions and the ability to afford them, like the elaborate Federal style entry gracing the c. 1814 house of Philip Fine (III) "the merchant" (inventory #30, photo #10).

A smaller number of district houses are representative of the popular house types adopted by local builders in the 19th and early 20th centuries, supplanting earlier tradition forms. They included gable-fronted types that gained popularity during the middle of the 19th century (inventory #85), the "four square" (inventory #73, photo #17) and the bungalow examples (inventory #s 8, 9, 10, 56, 57 and 82). The later two types appearing in the early 20th century. Most district houses are modes variations of traditional or popular forms, indicative of a village of relatively prosperous workers, small entrepreneurs, and a few farmers at the village outskirts, and exhibit simple stylistic embellishment. One exception is a large Victorian house (inventory #68, photo #15) the home of the most prominent industrial proprietor during the late 19th century, and a reflection of his position in the community.

¹ Rosemont Rural Agricultural District National Register nomination, 2009, pp. 8-7 & 8-8.

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A number of industrial, commercial, institutional and buildings punctuate the village streetscape, reflective of the district's history as a modest service and industrial center that developed at an important water power site. Of the three 19th-century mill buildings that survive, probably the oldest and most notable of the three is the woolen factory (inventory #21, photo #6) erected by Philip Fine (II) c. 1807-1810, perhaps in response to opportunities created by 1807 Jeffersonian embargo. The rubble stone walls of the 3-story, 5-bay, gable-roofed building are pierced by fairly large, regularly spaced windows that would have provided the woolen workers much needed light. It is one of few known surviving examples of the textile mill that were built in New Jersey during the early 19th century.²

Contributing to the collective significance of the district's architecture are the numerous outbuildings, among the most distinctive of which are a half dozen stone and frame barn barns (inventory #s 4, 17, 20, 41, 53, 61 and 65 are examples), several stone spring houses (inventory #s 31, 35 and 54), and a few out kitchens (inventory #s 19, 59 and 62). The district's three small stone arched one-bay limekilns (inventory #s 22, 87 and 88, photo #s 7 & 21) reflect the importance of lime production for local farmers.

The truss bridge spanning the Musconetcong River at Finesville (inventory #15, photo #4) is of note as a locally significant work of engineering. Dating to the late 19th century, it is a single span, eight-panel Pratt through truss bridge and the only known example of the work of C. M. Rusling, a bridge builder from Hackettstown.

Although buildings and structures of individual note within the district are relatively few, as a collection they are evocative of a hardworking rural community, and reflect the region's vernacular architectural traditions and stylistic preferences over a long period. Reflecting its location in the western New Jersey Highlands, the architecture reveals primary influences from the Delaware Valley cultural region. The relative similarity in scale and lack of pretension of the buildings provide visual clues about the cohesive nature of the community.

Historical Overview

European settlement of the western New Jersey Highlands was initiated by both pioneer agriculturalists of English, Scotch-Irish, Dutch and German stock, some of whom were freeholders but mostly squatters on the vast tracts of land throughout the region acquired by absentee owners under New Jersey's system of proprietary landholding, along with a few entrepreneurs who sought to exploit the region's iron ore deposits.³ Land titles to the site of the district can be traced back to three early 18th-century proprietary surveys, two on the north side of the Musconetcong River and one to its south. The northern portion of the district (now in Pohatcong Township, Warren County) straddles the boundary between a 750 acre tract surveyed for Elizabeth Backon (or Beacon as named in other documents), as executrix for her son John Beacon, in 1715 and an adjoining 650-acre lot surveyed for Andrew Heath in 1716 (their common boundary being roughly aligned with the southernmost

² Dawlis Mill/Spring Mills Historic District National Register nomination, pp. 7-8, 8-18 & 81-19. The Fine woolen mill bears a striking resemblance to the stone woolen mill in the Dawlis Mill District in southern Hunterdon County, which dates c. 1811-1824 and retains its dye house.

³ Peter O. Wacker, *Land and People: A Cultural Geography of Preindustrial New Jersey: Origins and Settlement Patterns*, pp. 127, 213-16 & 220; D. Stanton Hammond, "Hunterdon County, New Jersey, Sheet C", Map Series #4; James P. Snell, (ed.) *History of Hunterdon and Somerset Counties, New Jersey*, pp., 415-416; Sussex County Deeds, Book B, page 179.

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stretch of Mt. Joy Road).⁴ The Beacon tract was divided between John's heirs in 1748, and shortly thereafter, a 52.5-acre lot subdivided from its southwest corner, or a portion thereof, was purchased by Marcus Hulings.⁵ In 1751, Hulings, conveyed an undivided third interest in the lot, which encompassed a valuable water power site on the Musconetcong, to Samuel Morris, a prosperous Quaker entrepreneur from Whitemarsh, Pennsylvania, whose brother David evidently acquired another third part around the same time.⁶ By 1753, an iron forge had been established on the lot, probably by the Morris brothers and an unknown third partner.⁷ Abraham Evans obtained a third interest in the property from Samuel Morris in 1761, and Jonathan Thomas evidently acquired another third before 1763.⁸ When Evans and Thomas advertised their two thirds interest for sale in January, 1763, the property featured the following substantial improvements:

A Forge with three Fire-places and Bellows, in good Repair, a good stone House, two Stories high, with two Rooms on each Floor; likewise a good Saw-mill, almost new; with a Log Dwelling-house, coal-house, and stables.⁹

While the exact location of these improvements remains unknown, the manner in which the forge lot was subdivided into three equal portions in 1793 suggests that they were clustered near its southwest corner, and the reference to the "Chelsea Forge dam" in the boundary description given in the 1797 deed for one of the three lots similarly suggests that the dam, at least, was located approximately one hundred yards upstream from the present dam.¹⁰

A 267-acre parcel subdivided from the southeast corner of the Heath tract, which adjoined the forge lot, was acquired in 1758 by Thomas Hunt from Thomas Lott, who had received title to it in 1737 from a grandson of Andrew Heath. Shortly thereafter, according to local historians, Hunt's son Edward settled on the property, which remained in the family until the early 1800s.¹¹

⁴ West Jersey Surveys, Book A, page 185; Sussex County Deeds, Book B, page 179; NJ Wills, Liber I, page 375

⁵ Ibid.

⁶ West Jersey Deeds, Book AL, page 393; *The Pennsylvania Gazette*, May 3, 1753.

⁷ A 1753 newspaper advertisement placed by Samuel Morris for the sale of his deceased brother's interest in the property describes it as "a certain iron forge," and provides the first documentary evidence of its development for that purpose [*The Pennsylvania Gazette*, May 3, 1753]. Historian Charles Boyer concluded that since the 1751 conveyance from Hulings to Morris made no mention of an iron works, the forge probably was established sometime between 1751 and 1753, when the newspaper advertisement first documents its existence. [Charles S. Boyer, *Early Forges Furnaces in New Jersey*, page 55]. The third owner may have been Thomas Potts, another Pennsylvania Quaker; see pages 9 & 10 and footnotes 31.

⁸ West Jersey Deeds, Book AL, page 393; *The Pennsylvania Gazette*, January 6, 1763.

⁹ *The Pennsylvania Gazette*, January 6, 1763. Jonathan Thomas apparently conveyed his interest to Abram Evans shortly thereafter, since when the two-thirds interest was offered for sale again a few months, only Evans name appeared on the advertisement [*The Pennsylvania Gazette*, May 5, 1763].

¹⁰ Sussex County Divisions, Book A, page 22; Sussex County Deeds, Book C, page 280. The boundary description of this 1797 deed begins "at the Musconetcong at the corner post below the said Chelsea Forge dam," which point, when matched to the boundaries of the adjoining lot to the west subdivided from the forge tract (see West Jersey Deeds, Book AV, page 431) must have been about 100 yards upstream between from the location of the present mill dam and bridge. A 1799 deed for the same property refers to "corner post below the old Chelsea Forge dam" [Sussex County Deeds, Book C, page 423].

¹¹ Sussex County Deeds, Book R₂, page 306; Frank Leary, *Pohatcong: the Prologue*, pp. 40, 41, 51 & 52. Leary gives both 1758 and 1759 as the date of Lott/Hunt deed

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The portion of the district on the south side of the river lies within the boundaries of a 16,565-acre property surveyed for Colonel Thomas Byerly, a West Jersey Proprietor, in 1714. After Byerly's death in 1725, the property passed by inheritance to Sir Robert Barker, an English soldier, but to satisfy a claim against Byerly's estate, it was subdivided and the L-shaped southeast portion sold at auction in 1749. Despite various legal and managerial difficulties, the 7,308-acre remainder which came to be known as the Alexandria Tract and encompassed the western half of what is now Holland Township, Hunterdon County, was retained by Sir Robert until his death in 1789.¹²

Settlement on the Alexandria Tract evidently occurred some years before Sir Robert began to exercise control over the property in the 1760s.¹³ When Barker's agent, New York City merchant William McAdams, engaged in 1764, first visited the property, he found forty families residing there who not only questioned Barker's title to the land but as squatters

had no object in view besides getting whatever they could by constant plowing where they had any prospect of reaping and by cutting down the Timber to convert it into charcoal for the two Neighboring Forges - We had great reason to think the Owners of the forges did everything in their power to prevent the settlers from coming under Lease which would deprive them of getting wood at a very low price.¹⁴

The recalcitrant settlers, after some effort by McAdams, were brought under lease. Although there was considerable change in the makeup of Sir Robert's tenantry over the years, some names appeared repeatedly on his rent rolls, and more than a few 19th-century residents of the area, including the Fine family, could trace their descent from early settlers on the Alexandria Tract. Names on the tenant lists indicate that the settlers had varied ethnic backgrounds, but included many of German origins.¹⁵

Chelsea Forge undoubtedly was one of the offending ironworks that benefited from Sir Robert's stolen timber.¹⁶ Throughout the New Jersey Highlands during the 18th century prodigious quantities of timber were consumed in making the charcoal necessary for the operation of the region's iron forges and furnaces.¹⁷ The owners of Chelsea Forge presumably did not rely entirely on charcoal obtained from the Alexandria Tract squatters, Abraham Evans having purchased an adjoining 500-acre tract in 1760, which the second of his 1763 newspaper advertisements described as "chiefly Woodland, well timbered."¹⁸

In the late 1760s the Highlands iron industry entered a time of economic difficulties that would be exacerbated by the Revolutionary War, which created some demand for iron for war material, but deprived the

¹² Richard P. McCormick, "The West Jersey Estate of Sir Robert Barker," *Proceedings of the New Jersey Historical Society*, LXIV (July 1946), pp. 120-129 & 154; James P. Snell (ed.), *History of Hunterdon and Somerset Counties, New Jersey*, pp. 414-15.

¹³ McCormick, pp. 123-125; Snell, *Hunterdon*, page 415.

¹⁴ James Parker, "Abstracts of W. McAdams Proceedings on Sir Robert Barkers Tract," 1765, James Paper Papers, as quoted in Peter O. Wacker, *The Musconetcong Valley of New Jersey*, page 115.

¹⁵ McCormick, pp. 7-11; F. W. Beers, *County Atlas of Hunterdon, New Jersey*, page 36; F. W. Beers, *County Atlas of Warren, New Jersey*, page 72; Snell, *Hunterdon*, page 415. Philip Fine, local progenitor of the Fine family, first appears on the 1767 list of Sir Robert Barker's tenants [Snell, *Hunterdon*, page 415].

¹⁶ There were only two iron forges operating on the lower Musconetcong River in 1765 near the Barker Tract, Chelsea Forge and Greenwich Forge, founded c. 1750, which was located two miles upstream from Chelsea [Wacker, *Musconetcong Valley*, page 108].

¹⁷ *Ibid.*, pp. 114-116.

¹⁸ *The Pennsylvania Gazette*, May 5, 1763. The 500-acre tract stretched westward to the Delaware River.

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ironworks of British markets. The situation did not improve after the war. Instead, the late 18th century was "a period of retrogression in which the industry reverted from an export commercial focus to a primarily local market"¹⁹ The American iron industry had relatively high costs of labor and fuel as compared to its foreign competitors, and foreign iron began to undersell the American product. Furthermore, the quality of American iron often was not as good as that of made in Europe. Consequently, a number of the Highland's forges and furnaces failed during the period.²⁰

The later history of Chelsea Forge appears to reflect these conditions. The property and its management changed hands repeatedly; its owners suffered financial difficulties, and by the early 1790s, if not before, the forge had ceased operation. Abram Evans was unsuccessful in selling his interest in the property in 1763, and mortgages he had given to George Taylor and Samuel Flowers, proprietors of the nearby Durham Furnace (located in Bucks County, Pennsylvania), were eventually foreclosed. While Taylor and Flowers may have acquired an interest in the property as early as 1766 (as suggested by their advertisement for the sale of a third share of the forge lot, along with the adjoining 500-acre tract in that year), it was not until 1776 that Taylor and Flower's heirs deeded Evans' former property to Moses Yamans, Christian Butts, and William Butts of Berks County, Pennsylvania.²¹ "Moses Yamans, and Company" was leasing the Forge as early as 1773, when Yamans advertised for the return of a runaway English indentured servant, and court papers purportedly document that the company had acquired another third interest before 1775.²² According to historian Charles Boyer, commissaries for the American army during the Revolutionary War purchased iron from Chelsea Forge.²³ Whatever success he may have had with the enterprise, Yamans soon sought to divest himself of the property, offering the forge and adjoining tract for sale in 1780.²⁴

Yaman's 1780 newspaper advertisement for the sale of Chelsea Forge suggests that a number of improvements had been made to the property since the 1760s, including the construction of several houses and the establishment of a tavern and store:

there is on said tract a forge with two fires and one hammer, called and known by the name of Chelsea Forge, a saw-mill, three convenient dwelling-houses, one of which is stone, two stories high, with fireplaces at each end, and in which a tavern has been kept for a number of years past; the other two of frame and square logs well finished, with convenient fireplaces, a smith's shop, store and counting-house, barn, stables, and a number of log-houses sufficient for the hands necessary for carrying on the works, all of which are in good order and repair.²⁵

¹⁹ Wacker, *Musconetcong Valley*, page 104.

²⁰ *Ibid.*, pp. 10, 105 & 15. The cost of labor was much greater in America than in Europe, and widespread deforestation around the forges and furnaces made fuel much more expensive than it had been previously.

²¹ *The Pennsylvania Gazette*, October 10, 1766; *West Jersey Deeds*, Book AL, pages 393 & 399. The 1766 advertisement described the forge as containing "two fineries and a chaffery." Other improvements included the saw mill, "a coal house and houses for the workmen, with a good stone house for the owner or manager." The adjoining tract, said to contain 511 acres, had only "a small improvement, the rest [was] woodland."

²² *The Pennsylvania Gazette*, May 26, 1773, Boyer, page 56.

²³ Boyer, page 57.

²⁴ *New Jersey Gazette*, April 5, 1780.

²⁵ *New Jersey Gazette*, April 5, 1780. The adjoining tract, reduced to 450 acres, also had been improved. While half the tract was still "wood-land and mostly well timbered," the remainder of the property was "cleared and under good fence, part of which is rich

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The sale also included "700 cords of wood cut and put up," along with "all the tools and implements necessary for carrying on the works." That Yamans was willing to accept "bar iron or loan office certificates" as payment may reflect some urgency on his part for the sale.

In 1781, Yamans and his partners found a buyer, George Ross, proprietor of the Bloomsbury Forge (located about five miles upstream from Chelsea), who paid £1,000 for their third share of the forge and £500 for the adjoining tract.²⁶ Ross does not appear to have operated Chelsea Forge, which was leased and subleased during the next few years, Richard Backhouse, lessee of Durham Furnace, taking over in 1783.²⁷ The establishment of Shenk's Ferry across the Delaware River at present-day Reigelsville shortly after 1774 facilitated communication between Chelsea Forge and Durham Furnace.²⁸ It was during Backhouse's tenure that in 1785 the Philadelphia firm of Jones and Lownes had occasion to criticize the iron produced by both Chelsea and Greenwich Forges, informing Backhouse (who operated both forges) that his iron was "very flawey" and that their competitors had acquired better iron at a lower price from other manufacturers.²⁹ Around the same time, George Ross evidently became financially overextended and, defaulting on a judgment for the nonpayment of a debt in late 1785, lost his undivided third share of the forge lot at a court-ordered sheriff sale, at which local entrepreneur and mill owner William McCullough was high bidder at £122.³⁰ Even taking into consideration that McCullough may have gotten a sheriff-sale bargain, the dramatic drop in price in four years must reflect the decreasing viability of the Highland's iron industry. Chelsea Forge apparently remained in operation at least until 1788 or 89, under the management of John Anderson.³¹ In any case, the enterprise probably had been abandoned by 1793, when the forge lot was divided by court order for its owners and subsequently sold.³²

While the ownership of the other two thirds of Chelsea Forge remains obscure, the 1793 advertisement for the sheriff's sale of a portion of the partitioned forge lot documents that it belonged to heirs of Thomas Potts, deceased, at that time. To satisfy the nonpayment of costs associated with the division, the sheriff offered two lots of land and containing 23 acres, 3 quarters and 34 perches, being part of a tract known as the Chelsea Forge, being part of Thomas Pott's share of the said tract now in the hands of John Rockhill and Elizabeth his wife, the late Elizabeth Potts, administrators of the said Thomas Potts.³³

bottom adjoining the river; there is on the premises three good new log houses, at one of which a ferry across the Delaware was designed to be kept, near which place is a valuable shad fishery."

²⁶ West Jersey Deeds, Book AL, pages 393 & 399; Boyer, page 108. The deed for the adjoining 500-acre tract described it as "all that the remaining part which was not heretofore disposed of to Thomas Potts."

²⁷ Boyer, page 58. Other known managers of the forge during this period included Daniel Cahill, who apparently leased it from Ross, followed by John Stotesbury and John Anderson, who probably sublet it from Backhouse. Both Stotesbury and Anderson were sons-in-law of Hugh Hughes, owner of Greenwich Forge, and the operators of these various iron works appear to have been financially much involved [Boyer, pp. 58 & 78-80].

²⁸ Wacker, *Musconetcong Valley*, page 137.

²⁹ Ibid., page 105.

³⁰ Sussex County Deeds, Book B, page 4. McCullough did not take title to the property until November 11, 1786.

³¹ Boyer, pp. 58 & 79-80. Boyer gives 1784 as the year in which Anderson came to Chelsea Forge, but two dates for the year in which he left.

³² Sussex County Divisions, Book 2, page 22; *New Jersey State Gazette*, September 11, 1793; New Jersey Deeds, Book AV, page 431; Sussex County Deeds, Book C, page 280.

³³ *New Jersey State Gazette*, September 11, 1793. In the 1793 division, John Rockhill drew lots 1 and 3 and William McCullough drew lot 2. The map of the partitioned property that accompanies the division reveals that lot 3 consisted of two separate parcels, a 21-

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When Potts acquired his interest in the Forge property is unknown, but it must have been no later than the early 1770s. The 1774 Greenwich Township tax roll (the only one surviving for that municipality, which then included what became Finesville) assessed Thomas "Pots" for 52 acres of land, thirteen "horses & cattle," one servant or slave, and one riding chair (a one-horse carriage). The next entry is for William "Posts" [?], who was assessed for 500 acres of land, seventeen "horses and cattle," a forge with two fires and a saw mill. There can be little doubt that these two entries refer to Chelsea Forge.³⁴ According to genealogical sources, one of Thomas Potts' sons was born at Chelsea Forge in 1773, and Thomas died before August 13, 1777, on which date Elizabeth Potts was granted administration of his estate.³⁵ If Thomas Potts was directly involved in the operation of the iron works, as family sources maintain, this does not appear to have been the case in 1774. Whether or not the 1793 sheriff's sale took place, Thomas Potts' heirs were able to retain or regain ownership of their share of the forge lot.

In the 1790s, the Chelsea Forge lot and adjoining portions of the Beacon and Barker tracts became the property of two families of German origins, the Fines and Seigles. Unlike the Fine family, Benjamin Seigle was a newcomer to New Jersey when he purchased a 207-acre farm subdivided from the former Beacon tract and abutting the Chelsea Forge lot in 1793, for which he paid £1,000.³⁶ A resident of Bucks County, Pennsylvania, he belonged to the considerable eastward migration of Germans from Pennsylvania, especially Bucks and Northampton Counties, in the late 18th century as land became available in the Musconetcong Valley and vicinity.³⁷ Seigle was accompanied by his adult son Jacob, who in 1797 purchased for £150 the 14-acre lot which had been assigned to William McCullough in the 1793 partition of the Chelsea Forge tract and presumably included some portion of the improvements associated with the forge.³⁸ Benjamin Seigle died in

acre parcel at the east end of the forge tract and a 2-acre parcel at the forge tract's southwest corner. Since the forge tract presumably was divided into three equal shares, one can conclude that the forge buildings were clustered near the southwest corner of the tract and split between the three shares [Sussex County Divisions, Book 2, page 22].

³⁴ New Jersey Tax Ratables, Greenwich Township, Sussex County, 1774. The acreage of the two assessments corresponds to those of the forge lot and the adjoining woodland tract given in deeds [West Jersey Deeds, Book AL, pages 393 & 399], and the description of the improvements as a forge with two fires and a saw mill similarly matches that given in the 1780 newspaper advertisement for the property [New Jersey Gazette, April 5, 1780]. The 1781 deed for the sale of the adjoining 500-acre tract describes it as "all that the remaining part which was not heretofore disposed of to Thomas Potts" [West Jersey Deeds, Book AL, pages 393].

³⁵ New Jersey Wills 1035J; W. W. Munsell, *History of Schuylkill County, Pennsylvania*, page 305. According to the biographical sketch of his grandson, George H. Potts, appearing in the Schuylkill County history, Thomas Potts was the youngest son of John Potts, whose Quaker ancestors had settled in Pennsylvania in the 17th century. Thomas married Elizabeth Lukins, daughter of William Lukins, about 1750. In result of this marriage, he received "a handsome fortune" and "removed to the Musconetcong Valley, in New Jersey, where he purchased a large estate, on which he created a forge and furnace and conducted, until his death in 1777, an extensive and successful iron manufacturing enterprise." This source also states that his son Hugh H. Potts "was born at the Chelsea Iron Works, on his father's estate, in New Jersey, in 1773." After her husband's death, Elizabeth Lukens Potts married Dr. John Rockhill of Pittstown, NJ. Her daughter Gaynor Potts married Dr. Rockhill's son, John Clayton Rockhill [Munsell, *Schuylkill County*, page 305 & Snell, *Hunterdon*, page 522].

³⁶ Sussex County Deeds, Book B, page 179. Seigle, a resident of Richland Township, Bucks County, PA, purchased the farm from the heirs of Thomas Craig, who (as recited in the deed) had acquired the same in 1753, from Peter Melick, who earlier that year had acquired the property Joseph and Mary DeCow, two of John Beacon's heirs.

³⁷ Wacker, *Musconetcong Valley*, page 51. Land became available for purchase due to the breakup of large holdings tracts such as the Alexandria Tract and various forge properties, along with the out migration of local residents to the western frontier.

³⁸ Sussex County Deeds, Book C, page 280. This long narrow L-shaped lot of 14 acres bordered the river and was flanked by the other lots created in the 1793 partition of the forge that were set off for the Pott's heirs. Since this lot presumably constituted one third

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1798, bequeathing his entire estate to Jacob, except for household goods, two cows and a "riding horse" left to his widow Charlotte, along with "possession of one half of my dwelling house, and the use of my ten-plate stove and the profit of the one half of my plantation, as long as she remain[ed his] widow."³⁹ Seigle's estate inventory includes livestock and farming equipment, evidence that he engaged in farming, and the presence of "carpenter tools" worth £3, which suggests that he also may have practiced that trade. Although its exact age is unknown, the two-story log house on the property (inventory site # 62) may well have been his residence.⁴⁰ Early in the year after his father's death, Jacob Seigle conveyed both his father's farm and the 14-acre lot to his widowed mother for £1,200. Described in that deed as a potter, Jacob evidently pursued that business for many years thereafter.⁴¹ An 1821 deed indicates that by that time, if not originally, the pottery, which may have used water-power to grind clay, was located near the family homestead on a lot bordering the river.⁴²

Jacob Seigle also apparently operated a saw mill on the family property. Late in 1799, he successfully settled a dispute with Philip Fine over water power rights, the two men entering into a formal agreement in which Fine recognized Seigle's right

to erect the said mill dam to such a height as is necessary to enable him in low water to carry on his saw mill, provided that [it]...does not overflow and injure more of the ground of said Philip Fine than has been usually overflowed.⁴³

Seigle may have acquired his water rights by his purchase of McCullough's third part of the Chelsea Forge lot which apparently bordered the "old Chelsea Forge dam."⁴⁴ However, in 1800 Charlotte and Jacob Seigle sold 85 acres subdivided from the east end of their farm to Judah Roberts, and that deed documents that the dam and race serving the Seigle saw mill was located well upstream from the old forge dam.⁴⁵ An agreement made between Charlotte Seigle and Judah Roberts two years later suggests that the Seigles planned to expand their milling operations, and by 1821 a clover mill had been established, although it is not known if the latter was in addition to or a replacement of the saw mill.⁴⁶

of the value of the forge property and was smaller than the other two lots, it must have include at least some of the forge buildings or improvements.

³⁹ New Jersey Wills, 7985S

⁴⁰ Ibid.; Seigle Homestead National Register of Historic Places Nomination Form, November, 1976, page 8-1.

⁴¹ Sussex County Deeds, Book C, page 423. Jacob appears to have marketed his pottery over a wide area. The rare survival of an 1808 receipt documents the sale of two loads of earthenware worth \$53.18 to a store in the village of Log Goal (present-day Johnsonburg), located about thirty miles north of the Seigle pottery [M. Lelyn Branin, *The Early Makers of Handcrafted Earthenware and Stoneware in Central and Southern New Jersey*, page 85].

⁴² Warren County Deeds, Book 3, page 310. The 1850 industrial census indicates that the Seigle pottery employed water power at that date [United States Census, Products, of Industry, Warren County, Greenwich Township, 1850], and early deeds indicates that the Seigles' had developed an extensive hydrosystem by the early 1800s, which could well have been used for the pottery; see the following paragraphs and footnotes 41 and 42.

⁴³ Hunterdon county Special deeds, Book 1, page 396.

⁴⁴ Sussex County Deeds, Book C, page 423.

⁴⁵ Sussex County Deeds, Book D, page 41. Excepted for the conveyance was "the dam on the Musconetcong [and] the race running out of said dam for the use of the saw mill" or any other mill the grantors might choose to build and reserved to the grantors "the free privilege of making the said race twenty-nine feet wide."

⁴⁶ Sussex County Deeds, Book D, page 152; Warren County Deeds, Book 28, page 332. The 1802 agreement gave Roberts the right "to take one third part of the water out of the said Charlotte Seigle's Mill Race, which may be taken out of [the] Musconetcong, provided that [he did] not take out the said water or sink a race any deeper than the Bottom of the said Charlotte Seigle's old Mill Race at

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Jacob Seigle and his wife Miriam had at least three sons who grew to adulthood and settled on the family property. Charlotte Seigle sold a four-acre lot located on the north side of the road at the east side of the farm to her grandson Abraham in 1815, and in 1821, Jacob conveyed two lots locate between the road and the river to his sons William and Thomas, William receiving title to a 5.5-acre lot "with a certain pottery manufactory" and Thomas, a 2.64-acre lot "with a certain clover mill and the one half of the mill race."⁴⁷ William and Abraham Seigle conducted the pottery in 1820, according the industrial census of that year, which described the enterprise as a "small common Pottery Ware manufactory" consisting of a "shop kiln mixing establishment [and] wheel for turning" that employed three "hands" and produced \$700 worth of pottery ware during the past year.⁴⁸ While the pottery has not survived, two stone houses on that lot (inventory #s 44 and 47), one of which bears an 1828 date stone, probably were erected by William Seigle. According to the 1881 county history Thomas Seigle built the clover mill, which may well survive as the stone portion of the former grist mill now standing on the "clover mill" lot (inventory #50).⁴⁹ Jacob Seigle evidently erected the "stone mansion house" (inventory #59), where his widow was living in 1841.⁵⁰

By the 1790s, Philip Fine (1744-1810), one of Sir Robert Barker's tenants as early as 1767, had prospered sufficiently to be able to acquire almost seven hundred acres of land stretching along the south bank of the Musconetcong River.⁵¹ This property comprised two of the thirty lots into which the Alexandria Tract was surveyed during the spring of 1789, a few months before Sir Robert's death: lot #9, a 413-acre parcel which Fine purchased from Barker's trustee James Parker in 1794 for £1,000, and lot #16, the adjoining downstream parcel opposite what became Finesville containing 282 acres, which he acquired from Parker three years later paying £838.⁵² Fine, who was the tenant of lot #9 in 1789, may have established his residence on lot #16 upon pur-

a certain split Limestone Rock marked with the Letters AB on the North side in said race" and provided that he did "not injure the said Charlotte Seigle's water works which is or may be erected" and that he agreed "not to erect any grist mill, to Grind Manufacture [or] Chop any country work, neither to erect any Sawmill" and to "keep the one third part of the said Seigle's mill dam... in good repair."

⁴⁷ Sussex County Deeds, Book G2, page 329; Warren County Deeds, Book 3, page 310 and Book 28, page 332. Charlotte Seigle presumably died between 1815 and 1821, upon which event her only son Jacob regained title to the remainder of the family property.

⁴⁸ United States Census, Products, of Industry, Sussex County, Greenwich Township, 1820. Materials used include 18 tons of clay, 500 pounds of red lead, 3 pounds of magenta, 1 pound of verdigris and "sundry other materials" at a cost of \$130. Other expenses included \$360 for wages, \$72 for "contingent expenses" and \$50 for 20 cords of wood. the census enumerator included the following note: "this establishment not taken into my abstract bein[g] to[o] unimportant."

⁴⁹ Snell, Warren, page 603.

⁵⁰ Warren County Deeds, Book 19, page 117.

⁵¹ Snell, *Hunterdon*, page 415; D. Stanton Hammond, *Hunterdon County, New Jersey, Sheet C. Map Series #4*; Andrew D. Melick, *The Story of an Old Farm, Or, Life in New Jersey in the Eighteenth Century*, page 636. Most of the limited genealogical information available on the fine family comes from the latter work.

⁵² Hunterdon County Deeds, Book 5, page 241 and Book 32, page 166. Several months before his death in September 1789, Sir Robert Barker conveyed the title of his New Jersey landholdings to three trustees to avoid possible legal difficulties over the transfer of the property to his heirs. Trustee James Parker, a large New Jersey landholders and businessman, who had served as Sir Robert's agent and power-of-attorney since 1784, was given sole authority to arrange for the sale of the lands and receive all monies. Parker, who had recently won a protracted legal struggle with the tenants over Sir Robert's right to the property, had the Alexandria tract re-surveyed into thirty farms in the spring of 1789, the new lines evidently corresponding generally to pre-existing boundaries, and attempted unsuccessfully to dispose of it as two lots at public auction in the fall of that year. Over the course of the next decade, however, he was able to sell most of the farms separately to various individuals, some of them, like Philip Fine, former tenants [McCormick, pp. 127-155; D. Stanton Hammond, *Hunterdon County, New Jersey, Sheet C. Map Series #4*]

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chasing that parcel in 1797.⁵³ According to a local historian writing in 1889, "near the close of the last century [Fine] built a saw and flour mill on the south side of the Musconetcong creek, at Finesville, at his death continued by his son," and another contemporary source claims that he "erected and conducted a store on the opposite side of the stream in Hunterdon County."⁵⁴ The long stone house facing the bridge in Finesville (inventory #17), built in several sections, could easily have accommodated both store and residence and was convenient to the grist mill, which purportedly stood across the road on the riverbank on the site of its successor (inventory #16).⁵⁵ Fine expanded his landholdings northward across the Musconetcong River in 1796, purchasing the two other lots created in the Chelsea Forge partition, which presumably included some of the abandoned forge buildings and improvements.⁵⁶

Fine's acquisition of the land on both sides of the river at the site of the old forge enabled his family to more fully exploit the water power there, and by the time of his death in 1810, a number of enterprises had been established under his auspices or those of his sons and grandsons. As documented by an 1810 application for a tavern in the riverside hamlet, they included "Mr. Philip Fines Merchant Grist Mill, Saw Mill, Fulling Mill, wool carding Machines, Distillery, Store, etc."⁵⁷ Philip Fine died within weeks of the application's date, and the "Mr. Philip Fine" referenced must have been his son, Philip, Jr. (1763-1834), who had purchased most of lot #9, including the mills and stone house, from his father in 1803.⁵⁸ At least some of the mentioned enterprises, notably the wool processing works, evidently were located on the other side of the river. In 1807, Philip, Jr., purchased a one-acre lot at the north end of the bridge subdivided from the old forge tract by his father and presumably erected the large stone woolen mill there (inventory #21) around that time or shortly thereafter.⁵⁹

The industrial schedule of the 1820 United States Census indicates that the Fine grist and woolen mills were substantial operations for their time and place. Philip Fine had \$10,000 invested in his "Manufactory [in] Alexandria," which utilized three sets of grinding stones and four bolting machines and employed two men to process 13,000 bushels of grain into "superfine wheat flour, rye flour & kiln dried corn." The wheat flour was

⁵³ McCormick, page 150; Hunterdon County Deeds, Book 5, page 241. Fine evidently moved from lot #9 sometime after 1789, since that parcel was tenanted by Christian Tinsman, when he purchased it in 1794 [Hunterdon County Deeds, Book 5, page 241]. Fine's 1797 deed for the purchase of lot #16 names no tenant, and it is possible that he was already in occupancy [Hunterdon County Deeds, Book 32, page 166].

⁵⁴ Melick, page 636; James P. Snell, *History of Sussex and Warren Counties, New Jersey*, page 602.

⁵⁵ Snell, *Warren*, page 602.

⁵⁶ New Jersey Deeds, Book AV, page 431. Conveyed to Fine by John Clayton Rockhill and his wife Gaynor Potts, daughter of Thomas Potts, the property comprised a narrow 17-acre lot on the west side of the forge lot and a 21-acre lot at its east side, which lots flanked the 14-acre lot assigned to William McCullough.

⁵⁷ Sussex County Tavern Licenses, John Fine, Jr., 1810.

⁵⁸ Ibid. The application is dated July 25, 1810, and Philip Fine died about eight weeks later on September 14, 1810 at the age of 66. Robert F. Ehret (comp.), "Tombstone Inscriptions Taken from Cemeteries in Warren County, New Jersey and Nearby Counties Copied from the Original Notebooks of Mrs. Elva M. Rosebery," vol. I, pp. 130 & 169; Melick, page 671; Hunterdon County Deeds, Book 7, page 220. The property was described in the 1803 deed as containing 269 acres and "being part of a larger tract of land ...known and distinguished [as] ...lot #16." Lot #16 was described in Fine's 1797 deed of purchase [Hunterdon County Deeds, Book 32, page 166] as containing 285 acres, and the location of the excepted 16 acres is unclear, due to the poor boundary description of the 1803 deed. While the description seems to exclude land along the river, a later deed clearly states the mills formed part of the land conveyed by the elder Philip Fine to his son Philip on April 4, 1803 [Hunterdon County Deeds, Book 58, page 434].

⁵⁹ Sussex County Deeds, Book Q, page 329.

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valued as 40 to 50 cents per barrel and the rye, 20 to 75 cents per barrel.⁶⁰ Although no production totals were given, the business clearly conformed to what was then known as a "merchant mill," which produced flour for market sale from purchased grain, and not a local mill doing "country work" for neighborhood farmers grinding their grain into flour and feed.⁶¹ Like other local merchants and industrialists, Fine probably shipped his flour downriver by Durham boat to the Philadelphia market; as late as the 1840s his sons held the lease of a "store house" on the banks of the Delaware.⁶² Fine's "cloath [sic] manufactory" on the north bank of the Musconetcong River (in what was described as the "small village of New Burgh") processed 2,100 lbs. of wool (300 lbs. "merino" and 1,800 lbs. "common") valued at \$1,050 into cloth worth \$3,400. His equipment, not all of which was in use, included four looms, four carding machines, one "puking" machine, three spinning machines, two "fulling stocks," one "press stock," one shearing machine, two "tenter bars" (one broad and one narrow), two copper dye kettles, a "large stove for heating Press plates," two "common stoves," and a "press for drying wool." His workforce consisted of six men and four boys and girls. Production encompassed 300 yards of "drugget," 400 yards of "fine satinet," 1,500 yards of "common satinet" and 1,200 yards of unspecified cloth. However, given his costs of \$1,800 for labor and \$450 for contingent expenses, Fine realized a profit of only \$140.⁶³ This perhaps resulted from the economic downturn following the end of the War of 1812, during which the American woolen industry was especially hard hit by low-priced English woolens flooding the market after 1815.⁶⁴

The tavern licensed in 1810 probably was the old Chelsea Forge tavern, which was located on the north side of the Musconetcong, most likely on the western of the two forge lots acquired by the elder Philip Fine in 1796. Philip Fine, Jr., received a Sussex County tavern license each year from 1798 to 1802, and one can conclude that he took over the old tavern after his father acquired the property and gave it up when he purchased his father's mills and farm on the south side of the river.⁶⁵ The 1810 licensing petition, made by "John Fine, Jr.," (the eldest son of Philip Fine, Jr.), makes reference to the "great necessity for the occupation of the old tavern stand."⁶⁶

⁶⁰ United States Census, Products, of Industry, Hunterdon County, Alexandria Township, 1820. Raw materials included 7,000 bushels of wheat, 3,000 bushels of rye and 3,000 on corn. Wages cost the owner \$400 and contingent expenses, \$3,000, but the operation's profit or loss can not be determined since the census taker gave the cost per barrel of flour, but not the number of barrels of flour produced. However, the census taker did note that "the establishment [was] in good repair and admirable for its Manufactures."

⁶¹ Wacker, *Musconetcong Valley*, page 121.

⁶² Ibid., page 131; "Great Sale of Mill Property and Town Lots, *Hunterdon County Democrat*, October 4, 1848.

⁶³ United States Census, Products, of Industry, Sussex County, Greenwich Township, 1820.

⁶⁴ Hubert G. Schmidt, *Agriculture in New Jersey*, page 161. Equipment standing idle in 1820 included one spinning machine, one carding machine and one hand shear. The production was given as 300 yards of "drugget," at 80 centers per yard, 400 yards of "fine satinet," at \$1.25 per yard 1,500 yards of "common satinet" at \$1.00 per yards and 1,200 yards of "cloth" at \$1.00 per yard. Fine's capital investment was given as \$1,050, although this may be a mistake, since that is the same figure given for the cost of raw materials.

⁶⁵ Sussex County Tavern Licenses, Philip Fine, Jr., 1798, 1799, 1800, 1801 & 1802

⁶⁶ Sussex County Tavern Licenses, John Fine, Jr., 1810; Melick, pp. 636 and 671; New Jersey Wills, 3458J and 737J. John Fine, Jr., evidently continued to operate the tavern until at least 1823, and, although the son of Philip Fine, Jr., he evidently was named "junior" in the tavern license application to distinguish him from his uncle John Fine [Sussex County Tavern Licenses, John Fine, Jr., 1810, 1811, 1812-1819 & 1821-23].

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The elder Philip Fine conveyed substantial portions of his property to his two sons, Philip and John, in the decade before his intestate death, and the brothers acquired most of the remainder from their fellow heirs.⁶⁷ In 1811, Philip, Jr., paid \$3,439.80 for three tracts belonging to his father's estate, a 68-acre tract subdivided from lot #9 (the remainder of which was conveyed to his brother John), along with the two Chelsea Forge lots acquired by his father in 1796.⁶⁸ The 68-acre tract, combined with adjoining portions of lot #16 already in his possession, apparently constituted what Fine referred to his "upper farm" in his will, and the stone I-type dwelling located there (inventory #19) was probably was built and occupied by him or other family members around this time.⁶⁹

The next decades witnessed the modest growth of the adjoining mill hamlets and the beginning of their transformation into what eventually became almost one contiguous village. Development first focused along the road leading north from the bridge (Mount Joy Road) and around its intersection with the "road to Hunts Ferry" on the Delaware River (County Route 627).⁷⁰ In 1814, Philip Fine (II), "merchant miller," and his wife Catherine of Alexandria Township sold a small lot just north of the woolen factory to their son Philip Fine (III, 1790-1845), "merchant," of Greenwich Township for \$65, and the latter presumably erected the stone house on that lot (inventory #30) shortly thereafter.⁷¹ In the following year, Philip and Catherine sold an adjoining lot of about fifteen acres to their eldest son John (1785-1839). He paid the substantial sum of \$1,397.00 for the property, which the deed described as "the place where the said John Fine now lives" and which evidently encompassed the tavern kept by him beginning in 1810.⁷² John Fine eventually replaced the old Chelsea Forge tavern. According to the 1881 Warren County history, he erected a hotel "of which he was the landlord for many years. It is still standing, and occupied now as a dwelling" (inventory #80).⁷³ William Hunt, who had inherited a farm adjoining the Chelsea Forge tract from his father George in 1786, subdivided and sold at least eight small lots around the crossroads between 1816 and 1820 to members of the Fine family and other individuals.⁷⁴ A lot located on the west side of Mt. Joy Road acquired by Philip Fine (III), in 1816, evidently

⁶⁷ On April 4, 1803, the same day that Philip Fine, Jr., received title to lot #9, his younger brother John acquired a 215-acre parcel subdivided from lot #9, for which he paid his father £854 [Hunterdon County Deeds, Book 7, pp. 220 & 224]; New Jersey Deeds, Book AV, page 431.

⁶⁸ New Jersey Deeds, Book AV, page 431. John Fine (1768-1826) evidently occupied and farmed the Hunterdon County lands he that had belonged to his father and which, in turned, passed to his descendants [Melick, page 636; Hunterdon County Wills, 3458J; Matthew Hughes, *Farm Map of Alexandria Township, Hunterdon County, New Jersey*, 1860].

⁶⁹ New Jersey Wills, 4126J. The house might date from somewhat earlier; see inventory listing #19.

⁷⁰ Sussex County Deeds, Book F2, page 281.

⁷¹ Sussex County Deeds, A2, page 499; Melick, page 671; St James Lutheran Church (Phillipsburg, NJ), baptismal records; Ehret (comp.), "Tombstone Inscriptions, vol. I, page 130. After the death of his father, Philip Fine, the "merchant miller," was often referred to in documents as Philip Fine, Sr., to distinguish him for his son, the "merchant." The latter, the third Phillip Fine, who thereafter was referred to as Philip Fine, Jr., or Philip Fine, Esquire in documents shall be referred to as Philip Fine III in this narrative and his father as Philip Fine II.

⁷² Sussex County Deeds, A2, page 15; Sussex County Tavern Licenses, John Fine, Jr., 1810-1819 and 1821-23.

⁷³ Snell, *History of Sussex and Warren Counties, New Jersey*, page 602. Historic maps indicates that fine's tavern was located at inventory site #80 [Michael Hughes, *Farm Map of Greenwich Township, Warren Co., N. J.*, 1860; F. W. Beers, *County Atlas of Warren, New Jersey*, 1874, page 84].

⁷⁴ New Jersey Wills, 417S; Sussex County Deeds, Book P2, page 328. Hunt conveyed lots to Philip Fine, Jr., and his sons Philip and Godfrey, Andrew Sailor, Joseph Curling and Frederick Snyder [Sussex County Deeds, Book F2, page 281, Book G2, page 339, Book I2, page 50, Book L2, page 202, Book 92, pages 16 & 62 and Warren County Deeds, Book 12, page 292.

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had a mercantile use, since an 1834 deed for property across the road references "a post in the road fronting the storehouse," and one of the stone dwellings on the west side of Mt. Joy Road (inventory #13) may well have housed Fine's store.⁷⁵ A number of the stone dwellings located on these lots (inventory #s 2, 12-14, 81, 83 & 84) probably date to this period, although at least one of them (inventory #14), located on the riverfront lot acquired by Philip Fine (III) in early 1820, may be earlier.⁷⁶ Experiencing financial difficulties that the sale of these lots evidently did not resolve, William Hunt conveyed the remainder of his farm to trustees in March, 1820.⁷⁷ In the following year, the trustees sold the farm (inventory #4) to Philip Fine (III), who made it his "homestead farm."⁷⁸

By the 1830s, the name Finesville had supplanted "New Burgh" for the settlement around the Fine mills, reflecting the family's dominant role in its economic and social life, continued by the third generation.⁷⁹ Perhaps the earliest published use of the place name appears in the 1834 New Jersey gazetteer which describes Finesville as a "small village on the Musconetcong Creek...[that] lies in a very narrow but fertile valley; [and] contains a grist mill, saw mill, and oil mill, a woolen manufactory, 1 tavern, 1 store, and from 15 to 20 dwellings."⁸⁰ Shortly before his death in 1834, Philip Fine (II) divested himself of most of his real estate, selling his 192-acre Alexandria property with its "grist mill, oil mill [and] saw mill," along with the woolen "factory" and other property on the north side of the river, to his three sons, Philip (III), Christopher and Henry M. Fine, who evidently formed a partnership to operate the mills at that time, if they had not done so already.⁸¹ The "upper farm" with house reserved for his widow (inventory #19) was sold by Philip Fine's executors to Solomon Wieder in 1843, ending that property's association with the family.⁸² John Fine died in 1839 possessed of the considerable property in the village, and his estate inventory reveals that he no longer operated the tavern, but received rental income and was engaged in agriculture and commercial activities.⁸³ In addition to the "tavern and shop," his rental property included three houses and shops, one of which evidently was a blacksmithy, and "the house and storehouse," the latter rented to his son John M. Fine.⁸⁴ It is possible that the community had two stores as early as this time.

The community experienced institutional development in the second quarter of the 19th century.. While there evidently had been a private school in the vicinity as early as 1811, when Methodist bishop Francis Asbury "sat down in Godley's schoolroom and taught the people," local residents had to travel miles to attend

⁷⁵ Sussex County Deeds, Book F2, page 281 and Warren County Deeds, Book 12, page 292.

⁷⁶ Sussex County Deeds, Book P2, page 66.

⁷⁷ Sussex County Deeds, Book P2, page 328 and Book R2, page 306.

⁷⁸ Sussex County Deeds, Book R2, page 306; New Jersey Wills, 735U.

⁷⁹ The 1820 census reference to the location of Philip Fine's woolen mill as the "small village of New Burgh"[United States Census, Products, of Industry, Sussex County, Greenwich Township, 1820].

⁸⁰ Thomas Gordon, *Gazetteer of the State of New Jersey*, page 141.

⁸¹ Hunterdon County Deeds, Book 58, page 434 and Warren County Deeds, Book, 12, page 292. The estate inventory of Philip Fine (III), who died in 1845, included "1/3 stock in mill" and "1/3 machinery in factory, and his will directs his executors to assume "management of the co-partnership business in which I am engaged" [New Jersey Wills 735U]."

⁸² Hunterdon County Deeds, Book 79, page 366.

⁸³ New Jersey Wills, 498U.

⁸⁴ *Ibid.* The inventory listings for "2 pair blacksmith bellows, vise, anvil & tools" and a "blacksmith account" are evidence of his ownership of a blacksmith shop. Ownership of "half a Durham boat & tackle" and a long list of book accounts with various individuals is suggestive of commercial activity. Agricultural pursuits are documented by the listings for livestock, farm equipment and "10 acres of wheat in ground."

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church until 1835, when four denominations organized, acquired property and erected a "union church" at Finesville.⁸⁵ On October 24, 1835, John Fine and his wife Ann conveyed a lot located on the southeast corner of the crossroads to the trustees of "school number one" and representatives of newly formed Methodist, Presbyterian, Lutheran and Christian congregations "for the erection of a house of worship."⁸⁶ There may already have been a school on the property, as the deed excepted from the transfer "as much as [was] already conveyed...to the inhabitants for use as a schoolhouse." On the same day the old Hunt family graveyard (inventory #1) was deeded to trustees "as a burial ground for the four congregations belonging to the house of worship (about being erected) in the said village."⁸⁷ In 1845, Finesville acquired a short-lived post office, and by 1852, a new schoolhouse had been erected at a site midway between the two villages (inventory #69).⁸⁸

Bypassed by the region's 19th century turnpike and canal building booms and receiving only limited railroad connections in the 1850s, the adjoining villages grew only modestly in the middle decades of the 19th century, while continuing as a service center for the surrounding agricultural community. Writing in 1844, Barber and Howe described communities seemingly little changed during the past ten years except for the addition of the church: "Finesville, where there is a church, open to various dominations, near the SW. corner of the township...[is a] small manufacturing village ...containing about twenty dwellings...Middleville [as Seigletown was then called, is] a smaller place."⁸⁹ The 1860 Greenwich Township map shows about twenty-three dwellings in Finesville and twelve in Middleville, and the 1874 Warren County atlas depicts the larger village with twenty eight houses and the smaller settlement with eleven, documenting the minor residential development that occurred.⁹⁰ Houses were built during these years along the north side of the main road through Finesville (Route 267) and on newly opened Musconetcong Street.

Commercial and industrial activity continued throughout the middle decades of the 19th century at roughly earlier levels, while property changed hands, old businesses closed and new ones opened—all relatively small scale operations. Upon the death of Jacob Seigle in 1840, the 108-acre remainder of his farm was divided among his three sons, Abraham, Thomas and William R., his widow retaining the right to occupy half of "his stone mansion house" (inventory #59).⁹¹ By 1850, William R. Seigle had turned his pottery over to his son Benjamin and opened a store, which the 1860 township map suggests was located in or adjoining the 1828 stone house (inventory #47). Census data indicates that the pottery used water-power to grind the clay, had a wood-fired kiln and employed from two to four workers. The value of its annual production of glazed earthenware

⁸⁵ Elmer T. Clark (Editor-in-Chief), *The Journal and Letters of Francis Asbury*, page 671. While local historians have placed Godley's school at Finesville, the editors of Asbury's journals located it about two miles west at Hunt's Ferry on the Delaware River [Frank Leary (editor), *Pohatcong: the Prologue A History of the people of Pohatcong*, page 73]. Philip Fine the elder and many of his descendants belonged to Saint James Lutheran Church (the "Straw Church"), which is located about miles northeast of Finesville. The alternative for residents of the lower Musconetcong Valley was Greenwich Presbyterian Church, about five miles northeast of Finesville. Snell, *History of Sussex and Warren Counties, New Jersey*, page 601.

⁸⁶ Warren County Deeds, Book 14, page 16.

⁸⁷ Ibid. Book 14, pp. 14 & 20.

⁸⁸ John L. Kay and Chester M. Smith, Jr., *New Jersey Postal History*, page 134; D. McCarty, *Map of Warren County, New Jersey*, 1852. The post office established on February 6, 1845 under postmaster Lewis Osmyn was discontinued less than a year later on January 5, 1846.

⁸⁹ John W. Barber and Henry Howe, *Historical Collections of the State of New Jersey*, pp. 489 & 490..

⁹⁰ Michael Hughes, *Farm Map of Greenwich Township, Warren Co., N. J.*, 1860; F. W. Beers, *County Atlas of Warren, New Jersey*, 1874, page 84.

⁹¹ Warren County Deeds, Book 19, pages 115, 117, 120 & 122.

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ranged from \$1,500 in 1850 to \$2,500 in 1870, and the business changed hands at least twice between those years. Three machines had been installed by 1870, at which time production included pots, pipes (probably drain pipes), tanks and dishes, mostly red glazed but also including some brown or black glazed wares.⁹² The pottery remained in operation until at least 1886, when it was owned by the estate of William R. Seigle, but closed sometime thereafter.⁹³ Thomas Seigle sold the mill lot to Jesse Gruver in 1847, after which he appears to have concentrated on farming as did his brother Abraham.⁹⁴ By 1850, the clover mill had been converted into a grist mill (inventory #50), which the industrial census of that year indicates was a small scale operation (conducted not by its owner, but by Jesse Jacoby) with an annual production of 1,000 bushels of "toll grain" worth \$800 and one employee.⁹⁵ The mill changed hands several times in the next decades, during which time its production greatly increased, for which the closing of the Fine grist mill may have created the opportunity. In 1860, the mill was owned and operated by Nathan Druckmiller who, with two employees, produced 30 tons of wheat flour valued at \$1,900 and 120 tons of corn and oat grain worth \$3,600. By 1870, the production of the "merchant mill," then owned by Thomas Holden, had grown to 2,000 bags of flour worth \$6,500 and 7,000 bags of feed worth \$14,000.⁹⁶ Holden may have been responsible for the frame addition which almost doubled the size of the mill, which in 1870 operated with four "runs" of millstones. Isaiah M. Jacoby was the owner in 1881, at which time it was described as doing both "merchant and custom work."⁹⁷

The deaths of brothers and partners Philip (III) and Christopher Fine in 1845 precipitated the sale of the family mills and other property. In 1848, the "lower farm" in Alexandria Township (inventory #17) was sold by their surviving brother Henry M. Fine and the other heirs to John L. Riegle, who also was the high bidder at the court-ordered auction of the sale of the "homestead farm" of Philip (III) on November 13, 1849 (inventory

⁹² United States Census, Products of Industry, Warren County, Greenwich Township, 1850, 1860 & 1870. Using water-power to grind the clay and wood to fire the kiln, the pottery, when operated by Benjamin Seigle in 1860, annually produced common earthenware worth \$1,500 from raw materials (clay and wood) costing \$270. Seigle had \$2,000 invested in the enterprise and four employees whose monthly wages collectively cost him \$80. Abraham Seigle, Benjamin's brother, was the proprietor in 1860, when the pottery's annual production of red glazed earthenware was valued at \$1,500; raw materials (red lead, clay and wood) cost the proprietor \$340 and wages for his two employees \$52 per month. In 1870, the pottery's proprietor, Thomas Walton, realized \$2,500 from his production (which included pots, pipes, jugs and dishes). The pottery operated twelve months, utilized three machines and employed four men at an annual labor cost of \$1,000; raw material costs include \$50 for clay, \$160 for lead and \$5 for manganese. See Branin, *The Early Makers of Handcrafted Earthenware*, pp. 86 & 87 for a more detailed discussion of the pottery during this period.

⁹³ Snell, *History of Sussex and Warren Counties, New Jersey*, page 603. Kern and Weaver. *History and Directory of Warren County, 1887*, page 555.

⁹⁴ Warren County Deeds, Book 28, page 135.

⁹⁵ United States Census, Products of Industry, Warren County, Greenwich Township, 1850. In 1850, mill proprietor Jesse Jacoby had a capital investment of \$3,000 and one employee (who received \$25 monthly wages). Snell, *History of Sussex and Warren Counties, New Jersey*, page 603. According to Snell, Thomas Seigle's clover mill "was sold to one Grover, who converted it into a grist mill."

⁹⁶ United States Census, Products of Industry, Warren County, Greenwich Township, 1860 & 1870. In 1860, the mill produced 30 tons of flour valued at \$1,900 from 1,500 bushels of wheat and 120 tons of grain worth \$3,600 from 5,500 bushels of corn and oat. Owner Nathan Druckmiller had a \$5,800 capital investment in the business and his monthly labor costs were \$50 for two men. Druckmiller sold the property to Thomas Holden in 1864 [Warren County Deeds, Book 81, page 514]. In 1870, Holden's "merchant mill" had four "runs" of millstones and employed two men, whose wages cost \$700 for the year. Holden's capital investment was \$10,000. Raw materials included 5,000 bushels of wheat worth \$6,000; 300 bushels of rye worth \$300, 10,000 bushels of corn worth \$10,000 and 500 bushels of oats worth \$225.

⁹⁷ Snell, *History of Sussex and Warren Counties, New Jersey*, page 603. John Holden sold to mill to Jacoby in 1871 [Warren County Deeds, Book 81, page 514].

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#4).⁹⁸ The two mills and other village property were sold at an earlier court-order auction held January 1, 1849, the advertisement for which described the improvements in some detail. "The large *Merchant Mill*" in Hunterdon County was

built of stone with three sets of Burr stones and all the necessary machinery of the most recent improvements and in first rate order with a good corn kiln, also an oil mill and plaster mill, built of stone, with all the machinery and fixtures necessary...[and] two thirds of the water power...together with a cooper shop, wagon house, sheds, etc.⁹⁹

Also stressed were the 15-acre property's location near the "Delaware river and canal, and the contemplated Belvidere and Trenton Railroad" and the exceptional value of the Musconetcong River waterpower which would accommodate another mill on the site. "The large Woolen Factory" on the other side of the river, discussed next in the advertisement and seemingly the less valuable asset, was

built of stone, three stories high, with water power and machinery, all in ample order, about 5 acres of excellent land with two dwelling houses and other outbuildings...The property is admirably located for a safe and profitable business, either by country custom or otherwise, or could be advantageously used for any other manufactory purposes.¹⁰⁰

The two mills and storehouse lease on the Delaware were struck off to Solomon Wieder, who evidently was acting as a straw bidder, since the same day he received title to the property he conveyed it to the three sons of Philip Fine (III), John, S. Isaac C. and Jacob Y. Fine, for \$9,025.¹⁰¹ Isaac C. Fine assumed the operation of the woolen factory, which he called the "Finesville Satinett Factory" in the May, 1849 advertisement announcing his business and offering custom services.¹⁰² The 1850 census indicates that the business employed five men to processed 10,000 pounds of wool into cloth worth \$4,700. However, despite the promise of the new railroad, Isaac Fine apparently was unable to succeed with the business. While able to purchase the factory from his brothers in 1851 for \$4,000, three years he was forced to convey all his property to trustees "for the benefit of his creditors," who sold it at auction in 1855 to the Farmers and Merchants Bank of Easton for \$3,225.50. The bank, in turn, conveyed the title to Alexander Wilson, who owned the property until 1871, during which time it presumably was rented or stood idle.¹⁰³

After its destruction (or damage) by fire, the Fine grist mill on the south bank of the Musconetcong was rebuilt as a paper mill (inventory #16), whose proprietors included John L. Riegel, the founder of what became Riegel Paper Corporation. According to Riegel company history, Amos Davis, a Pennsylvania entrepreneur, joined Riegel and four other partners to organize Amos Davis & Company in 1861 and that company completed

⁹⁸ Hunterdon County Deeds, Book 94, pages 354, 357 & 359; Warren County Deeds, Book 33, page 172.

⁹⁹ "Adjourned Sale of Mill Property and Woolen Factory," *Hunterdon Democrat*, December 20, 1848

¹⁰⁰ Ibid.

¹⁰¹ Hunterdon County Deeds, Book 107, page 514; Warren County Deeds, Book 34, page 190.

¹⁰² "Finesville Satinett Factory,...Isaac C. fine, May 16, 1849, *Hunterdon Democrat*, May 30, 1849. Fine announced that he planned to "manufacture Satinett as the following price, viz: Merino, thirty-three cents per yard; common, thirty cents per yard; Blanketing, thirty cents per yard" and that "Wool for manufacturing will be taken in, and when manufactured, returned to [various local] stores."

¹⁰³ Warren County Deeds, Book 39, page 474, Book 41, page 574, Book 44, page 225 and Book 81, page 297. The 1860 county map identifies the property as "Woolen Mfty," but identification of any proprietor is unclear [H. F. Walling, *Map of Warren County, New Jersey*, 1860].

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the reconstructed of the old grist mill as a paper mill in 1862 at a cost of \$27,000.¹⁰⁴ However, there is evidence that the paper mill was in operation by 1860. The 1860 map of Alexandria Township identifies the former Fine mill property a "paper mill Davis & Company," and the 1860 industrial census includes a listing for the "Fines Ville Paper Mill."¹⁰⁵ In that year, according to the census, the mill turned 75,000 pounds of rags worth \$3,000 into 40,000 pounds of book paper worth \$4,800. Its proprietors had a capital investment of \$40,000, and employed six men and seven women, with an average monthly wage cost for men of \$185 and \$70 for women, the operation utilized one paper machine, a "6 horse engine," and "3 rag engines," all water powered. Unlike the capital strapped Fines, Riegel had considerable resources at his disposal (he was a director of the successful Warren Foundry and Machine Company of Phillipsburg, New Jersey, and had recently inherited his father's extensive mill property at nearby Riegelsville) and was well position to start a new venture that took advantage of the both the Musconetcong water power and the recently opened railroad along the east bank of the Delaware River.¹⁰⁶ The 1.5 mile distance of the Finesville to the railroad was a disadvantage for shipping bulky rags and paper, and in 1866 the Finesville mill was closed and the equipment moved to a new mill in Riegelsville, under the sole ownership of John L. Riegel.¹⁰⁷

A few years later, Finesville acquired a more long lasting enterprise, Taylor, Stiles and Company, cutlery manufactures, which took over the former paper and woolen mills. The company's three partner Frederick S. Taylor, Augustus Bundy and Francis Stiles purchased the woolen mill from Alexander Wilson for \$3,500 in 1871 and over the next few years acquired considerable other property in the village.¹⁰⁸ The 1874 Warren County Atlas indicates that the cutlery factory occupied the former Riegel paper mill, a large building on the south side of the river west of the bridge (inventory #16).¹⁰⁹ The 1880 census described the firm as producing "edge tools" worth \$26,000. The firm employed twelve men, and its yearly expenses for labor were \$6,000 for labor. Raw materials cost \$12,000. The works ran on a turbine wheel providing 65 horse power.¹¹⁰ In 1894, the firm was making "machine knives," and in 1918, it was described as a "manufactory of paper mill machinery," which employed eighteen men.¹¹¹ Some years later, the firm undertook substantial renovations to its buildings; work was also done to the mill dam during this period. While its ownership changed hands on more than one occasion and its facilities and product line evolved over time, the company continued to operate in Finesville until 1970.¹¹²

¹⁰⁴ 50 Years of Paper Making, A History of the Warren Manufactory Company, page 4. It is unclear how much damage the purported fire did to the mill, since a photograph of the building predating the 1920s which appears in 50 Years of Paper Making reveals a stone, gable-fronted building of traditional design that could have been erected in 1800 as well as 1860.

¹⁰⁵ Hughes, Farm Map of Alexandria Township, Hunterdon County, New Jersey, 1860; United States Census, Products of Industry, Hunterdon County, Alexandria Township, 1860.

¹⁰⁶ Snell, History of Sussex and Warren Counties, New Jersey, pages 561 and 603. The Belvidere and Delaware Railroad, which followed the east bank of the Delaware river northward from Trenton to Belvidere, passing through Riegelsville at the mouth of the Musconetcong River less than two miles downstream from Finesville, was completed in 1854 [Ibid., page 487].

¹⁰⁷ 50 Years of Paper Making, page 4. Riegel's company eventually established paper mills at four villages in the vicinity: Riegelsville, Hughesville, Warren Glen and Milford.

¹⁰⁸ Warren County Deeds, Book 81, page 297.

¹⁰⁹ F. W. Beers, County Atlas of Warren, New Jersey, page 84.

¹¹⁰ United States Census, Products of Industry, Hunterdon County, Alexandria Township, 1880.

¹¹¹ Cornelius Clarkson Vermule, Report of Water Supply, Water Power, the Flow of Streams and Attendant Phenomena. Geological Survey of New Jersey, Final Report of the State Geologist, Vol. III, page 11; The Industrial Directory of New Jersey, 1918, page 195.

¹¹² H. Leedom Lefferts, Jr., "Northwestern New Jersey An Inventory and History of Historic Engineering and Industry" page 103; Warren Count Deeds, Book 101, page 37, Book 183, page 635; Interview with Robert Schlichter, parts & service department, J. H.

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The community experienced additional moderate development as it continued as a local service center throughout the late 19th and early 20th centuries. By 1881, while the Fine tavern and Seigle store had closed, the community had acquired a second church and a few new businesses and dwellings. In the 1870s, the four congregations forming the Union church terminated their arrangement. While the Presbyterians and Lutherans joined other nearby churches of those dominations, the Christians began construction of a church (inventory #70) in 1877 on a donated lot located next door to the schoolhouse, furthering the physical and social linkage between the two villages. Additional physical linkage was provided by the construction of houses in the vicinity, most notably the large house (inventory #68), evidently built by John Butler sometime after 1860 and purchased by Francis Stiles, a partner in Taylor, Stiles and Company, in 1886.¹¹³ In the following year, the old Union Church was offered for sale and acquired by Isaac S. Laubach. Extensive necessary renovations were undertaken quickly and on June 25, 1879, the building was dedicated as the Finesville Methodist Episcopal Church (inventory #33). Work included a belfry, in which a bell, bearing date 1882, was installed. In 1889, the Methodists erected a parsonage on a donated lot just south of the church (inventory #32).¹¹⁴ Some years after 1874, the three-story brick building (inventory #11) was erected on an empty lot across the street from the parsonage. Identified as "Mechanics Hall" on a c. 1909 postcard, the building evidently accommodated a social hall, probably on its top story.¹¹⁵ In 1881, Finesville had a blacksmith shop and a wheelwright shop, kept by Robert Butler and Jacob Seyler, which were joined by 1886 by a carriage factory, possibly an offshoot of the first two. The blacksmith and wheelwright shops at least were housed in the old woolen factory, which at that time had a large frame appendage on its south side.¹¹⁶ A tinsmith, Charles Gano, evidently also operated in the building.¹¹⁷ The post office, probably associated with one of the community's two stores (kept by Samuel Warner and John R. Cyphers in 1881), was reestablished at Finesville in 1888, and operated until 1968.¹¹⁸ There was a limekiln in the village as early as 1816, and limekilns continued to operate there throughout the 19th century (inventory #s 22, 87 and 88).¹¹⁹ The earlier bridge over the Musconetcong at Finesville was replaced by the truss bridge in the late 1800's; the truss bridge evidently survived a devastating 1896 flood which destroyed the house of Philip Tinsman at Finesville.¹²⁰

While the Taylor, Stiles and Company flourished in the early 20th century, and the Jacoby grist mill continued to serve neighborhood farmers, the importance of the community's as a place of local business declined. By 1910, besides its two industries, the Finesville's only business of note was a general store kept by C. C. Fine.¹²¹ The blacksmith/wheelwright business in the old woolen mill closed, and a fraternal organization, the Order of Red Men, took over the building, acquiring title to the property in 1919.¹²² While stating that

Day & Company, May 7, 2009. Taylor, Stiles & Co. closed its Finesville plant about 1970 and moved operations to Cleveland Ohio. The firm was purchased by J. H. Day and Company of Cincinnati, Ohio, in the 1980s.

¹¹³ "13th Annual Tour of Historic Pohatcong," 2007, site #7; Snell p.602.

¹¹⁴ Snell, *History of Sussex and Warren Counties, New Jersey*, page 601; *100th Anniversary Finesville United Methodist church, Finesville, New Jersey* (no date), pp 1-3.

¹¹⁵ Postcard inscribed "Mechanic's Hall, Finesville, N. J." dated about 1909.

¹¹⁶ Snell, *History of Sussex and Warren Counties, New Jersey*, page 602.

¹¹⁷ Leary, page 93.

¹¹⁸ Kay and Smith, *New Jersey Postal History*, page 134.

¹¹⁹ Sussex County Deeds, Book 12, page 50; F. W. Beers, *County Atlas of Warren, New Jersey*, page 84.

¹²⁰ Leary, pp. 81, 92, 106 & 107; NJ DOT Historic Bridge Survey, inventory # 10XXH64.

¹²¹ Leary, page 119; George Cummings, *History of Warren County*, page 243.

¹²² Leary, page 109; Warren County Deeds, Book, 215, page 209.

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"manufacturing industry would be welcomed," the 1918 *Industrial Directory of New Jersey* first touted the community as "an exceedingly picturesque and healthful place; very desirable for both summer homes and permanent residences."¹²³ Some residential development did occur and continued throughout the 20th century. The community's only large employer in 1919, Taylor, Stiles and Company then had a work force of twenty-one men and manufactured "paper mill machinery," presumably serving the four nearby Riegel paper mills as well as other customers.¹²⁴ No doubt to remain competitive, Taylor, Stiles and Company improved its facilities, upgrading the mill dam with a concrete capping and undertaking renovations to its plant, work which included the remodeling of the 1860s mill to its present appearance.¹²⁵

Despite the continuance of Taylor, Stiles and Company, the 20th century witnessed the community's gradual disintegration as a service center. The improvement and paving of local roads beginning in the early 1900s and the construction of state highways several miles to the north, east and west in the 1920s, coupled with the proliferation of automobiles and trucks during the period, lessened the dependence of neighborhood residents on local services and negatively impacted local enterprises. The county road through Seigletown and Finesville was improved in the 1920s, at which time the abandoned Seigle pottery was torn down; the frame addition at the old woolen mill also was demolished in the 1920s.¹²⁶ The Christian Church closed in 1949, as did the Finesville School around the same time, as township schools were consolidated, and the community lost one of its major remaining facilities with the closing of the post office in 1966.¹²⁷ The adjoining villages acquired one new community facility in 1951, when the township purchased two acres along the river in Finesville and created a park and playground.¹²⁸

Finesville and Seigletown exist today as a largely residential community whose 19th/early 20th century rural character and setting survives substantially intact. Although nearly all non-residential uses in the villages have disappeared, the buildings that housed them mostly remain, and its two churches are still in use for religious purposes.¹²⁹ Many houses have been renovated in keeping with their historic character, and other buildings have been adaptively reused for as residences and, in the case of the barns at one property (inventory #53), a winery. Several large parcels around the adjoining villages are protected by open space easements, helping preserve the agricultural and rural character of the district setting. The adjoining villages retain much of their 19th and early 20th century character. Local officials and residents alike recognize the special qualities that establish the historical character and significance of Seigletown and Finesville and make the district a worthy candidate for listing on the New Jersey and National Registers of Historic Places.

¹²³ *The Industrial Directory of New Jersey*, 1918, page 195.

¹²⁴ Ibid.

¹²⁵ Judging by its character the remodeling of the old mill, probably occurred around 1940, improvements to the mill dam may have been made much earlier, and according to one source "the concrete was replaced in 1950" Amy Hollander, "History of Finesville, New Jersey," no page number].

¹²⁶ Leary, page 58; Amy Hollander, "History of Finesville, New Jersey," no page number.

¹²⁷ Leary, pp. 137 & 140; Kay and Smith, page 134..

¹²⁸ Ibid., page 140.

¹²⁹ Interview with Robert Schlichter, parts & service department, J. H. Day & Company, May 7, 2009. Taylor, Stiles & Co. closed its Finesville plant about 1970 and moved operations to Cleveland Ohio. The firm was purchased by J. H. Day and Company of Cincinnati, Ohio, in the 1980s.

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Finesville-Seigletown Historic District
Warren and Hunterdon Counties, NJ

Section number 9 Page 3

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Finesville-Seigletown Historic District
Warren and Hunterdon Counties, NJ

Section number 9 Page 4

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Finesville-Seigletown Historic District
Warren and Hunterdon Counties, NJ

Section number 9 Page 5

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Hunterdon Democrat

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Observer

Proceedings of the New Jersey Historical Society

The Pennsylvania Gazette

Public Records

Hunterdon County Deeds.

Hunterdon County Road Returns.

New Jersey Tavern Licenses

New Jersey Tax Ratables

New Jersey Wills.

West Jersey Deeds

Warren County Deeds

Warren County Road Returns

United States Census

Population Schedules, Greenwich Township, Warren County, 1850, 1860, 1870 & 1880

Products of Industry, Alexandria Township, Hunterdon County, 1820, 1850, 1860, 1870 & 1880

Products of Industry, Greenwich Township, Sussex County, 1820.

Products of Industry, Greenwich Township, Warren County, 1850, 1860, 1870 & 1880

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Finesville-Seigleville Historic District
Warren and Hunterdon Counties, NJ

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

The boundary of the Finesville-Seigleville Historic District is delineated on the attached map entitled "Finesville-Seigleville Historic District Site Location and Boundary Map," and is verbally described in the following paragraphs. The site and boundary map was assembled using municipal tax maps and topographic maps from the Counties of Warren and Hunterdon.

The boundary of the district begins in Pohatcong Township, Warren County on County Route 627 at the northwest corner of Block 15, Lot 14.01 following the property line east to the Musconetcong River. It then turns north following the river and crossing the river into Holland Township, Hunterdon County at the southwestern corner of Block 12, Lot 3. The boundary follows the south boundary of this lot to Bellis Road where it makes a slight turn south for a short distance. The boundary crosses Bellis Road heading southeast following the property line of Block 9, Lot 8.07 to the northeast and then northwest back to Bellis Road. The boundary follows Bellis Road in a northeast direction to the southwest corner of Block 116, Lot 1, turns east and then northeast following the property line across Bellis Road to the northeast corner of Block 4, Lot 8.01 turning northwest along Block 4, Lot 8.01 northern property line to the Musconetcong River. The boundary follows the Musconetcong River north to the northern point of Block 4, Lot 3.01 and crosses the Musconetcong River and County Route 627 back into Pohatcong Township, Warren County.

The boundary follows the boundary of Block 110, Lot 12 to the northwest, then south-west and southeast back to County Route 627. The boundary continues on the western side of County Route 627 to the corner of Block 110, Lot 13.02 and then northwest to the rear or western corner of Block 110, Lot 13.02. The boundary turns in a southwesterly direction following along the rear or northwesterly boundary of Block 110, Lots 13.02, 13.01, 14, 18, 20.01, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, and 42 to Mountain Road.

The boundary turns west along the north side of Mountain Road to the southeast of Block 113, Lot 11.01 where it turns southeast to the place of beginning at Pohatcong Township, Warren County on County Route 627 at the northwest corner of Block 15, Lot 14.01.

A cemetery is a noncontiguous part of the district located on County Route 627 just south of the district boundary on Block 15, Lot 13.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Finesville-Seigleville Historic District
Warren and Hunterdon Counties, NJ

Section number 10 Page 2

BOUNDARY JUSTIFICATION

The boundaries of the Finesville-Seigleville Historic District are delineated to include to the greatest extent possible the architectural and historical resources, with the fewest non-contributing buildings. The boundary follows property lines or lines of convenience across lots to encompass resources related to the district and exclude unrelated resources. On the northwest the southeast side of the district, the boundary was drawn to exclude lots that were developed later than the period of significance.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Finesville-Seigletown Historic District
Warren and Hunterdon Counties, NJ

Section number 10 Page 3

UTM Coordinates:

The coordinates of the six vertices of the polygon represented on the USGS map accompanying this nomination are as follows:

Zone = 18

1. Easting: 485025; Northing: 4494525
2. Easting: 485255; Northing: 4495270
3. Easting: 486230; Northing: 4496350
4. Easting: 486580; Northing: 4495685
5. Easting: 485595; Northing: 4494760
6. Easting: 485270; Northing: 4494465

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Finesville-Seigletown Historic District
Warren and Hunterdon County, NJ

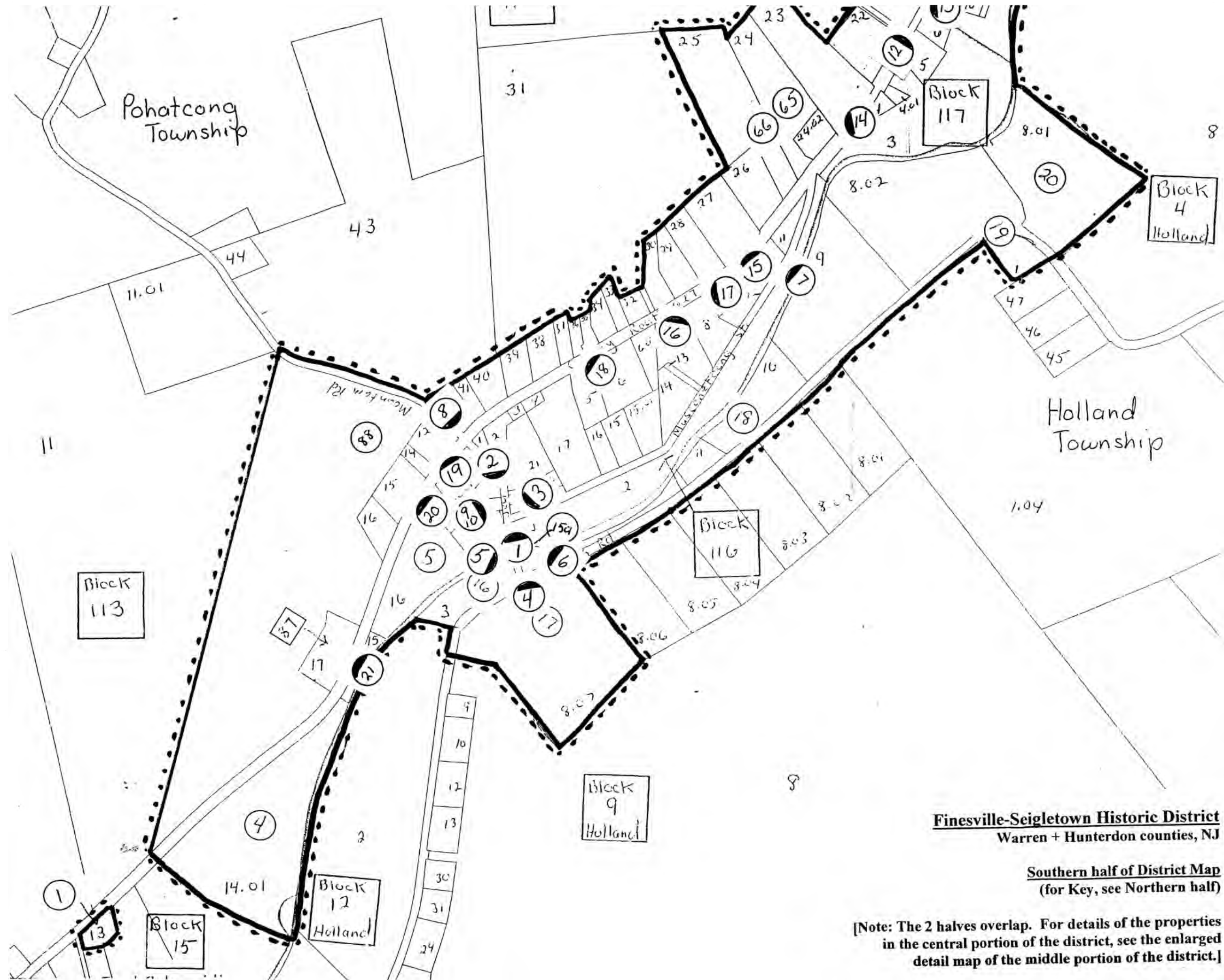
PHOTOGRAPHIC IDENTIFICATION:

The following information is the same for all of the photographs submitted:

Name: Finesville-Seigletown Historic District
Location: Pohatcong Twp., Warren County and Holland Twp., Hunterdon Co., NJ
Photographer: Janice Armstrong
Date of photographs: Summer/Fall 2008
Digital repository: Dennis Bertland Associates
PO Box 315
Stockton, NJ 08559

Photograph direction of view:

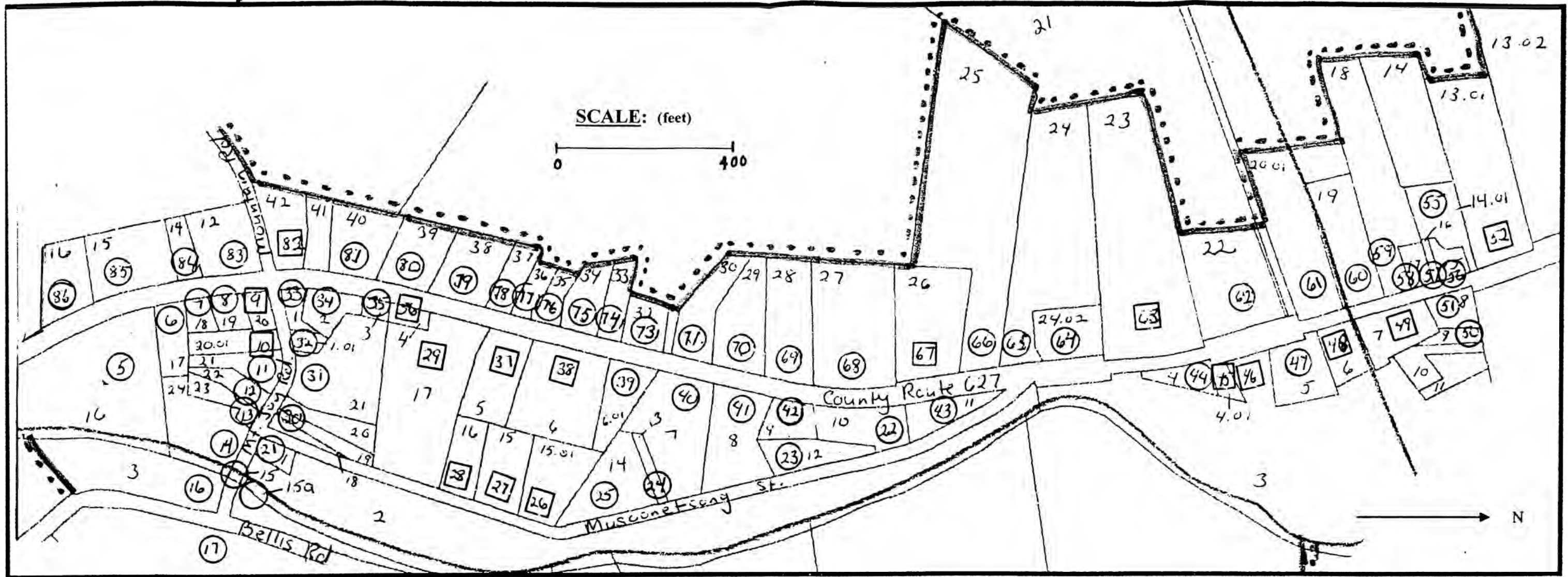
- #1 Sites # 11, 12, 13, north view.
- #2 Site # 13, south view.
- #3 Site # 16, southwest view.
- #4 Site # 17, north view.
- #5 Site # 19, north view.
- #6 Sites # 20 and 15a, east view.
- #7 Site # 22, north view.
- #8 Site # 33, southeast view.
- #9 Site # 30, northwest view.
- #10 Site # 30 door detail.
- #11 Site # 53, west view.
- #12 Site # 61, northeast view.
- #13 Site # 62, east view.
- #14 Site # 64, southwest view.
- #15 Site # 68, northwest view.
- #16 Site # 70, northwest view.
- #17 Sites # 73, 74, 75, southwest view.
- #18 Site # 78, north view.
- #19 Site # 83, northwest view.
- #20 Site # 85, west view.
- #21 Site # 87, west view.



Finesville-Seigletown Historic District
Warren + Hunterdon counties, NJ

Southern half of District Map
(for Key, see Northern half)

[Note: The 2 halves overlap. For details of the properties in the central portion of the district, see the enlarged detail map of the middle portion of the district.]



FINESVILLE-SEIGLETOWN HISTORIC DISTRICT

HUNTERDON & WARREN COUNTY, NEW JERSEY

SITE LOCATION & BOUNDARY MAP

(CENTRAL PORTION
of DISTRICT)

INVENTORY SITE #s

CONTRIBUTING

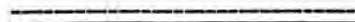
(2)

NON-CONTRIBUTING

(3)

**FINESVILLE-SEIGLETOWN
HISTORIC DISTRICT
HUNTERDON & WARREN COUNTY, NEW JERSEY**

**SITE LOCATION & BOUNDARY MAP
PHOTOGRAPH IDENTIFICATION MAP**

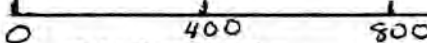
DISTRICT BOUNDARY 

INVENTORY SITE #s

CONTRIBUTING 

NON-CONTRIBUTING 

PHOTO #AND DIRECTION OF VIEW 


1 inch = 400 feet



**(NORTHERN PORTION
of DISTRICT)**

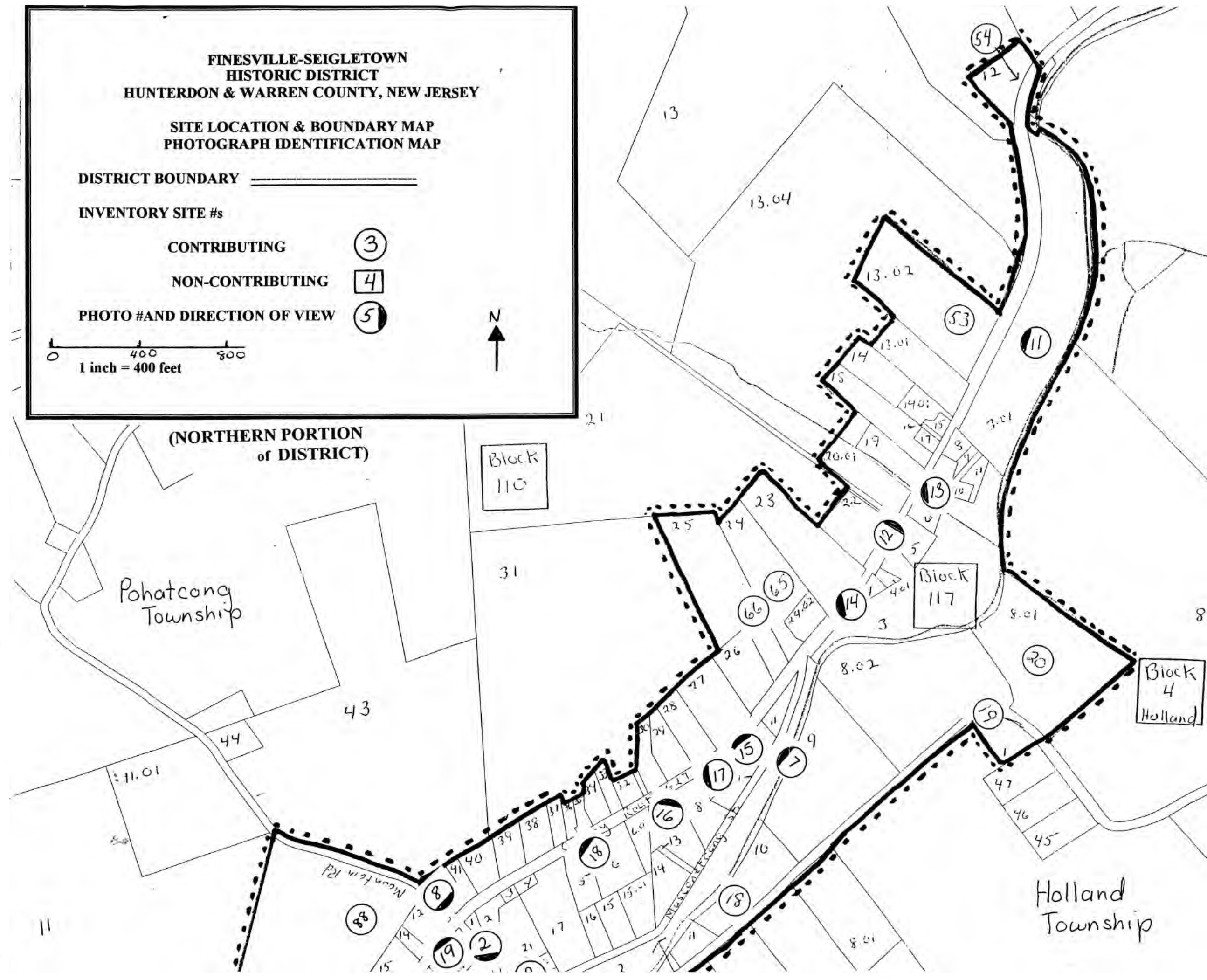
Pohatcong
Township

Block
110

Block
117

Block
4
Holland

Holland
Township



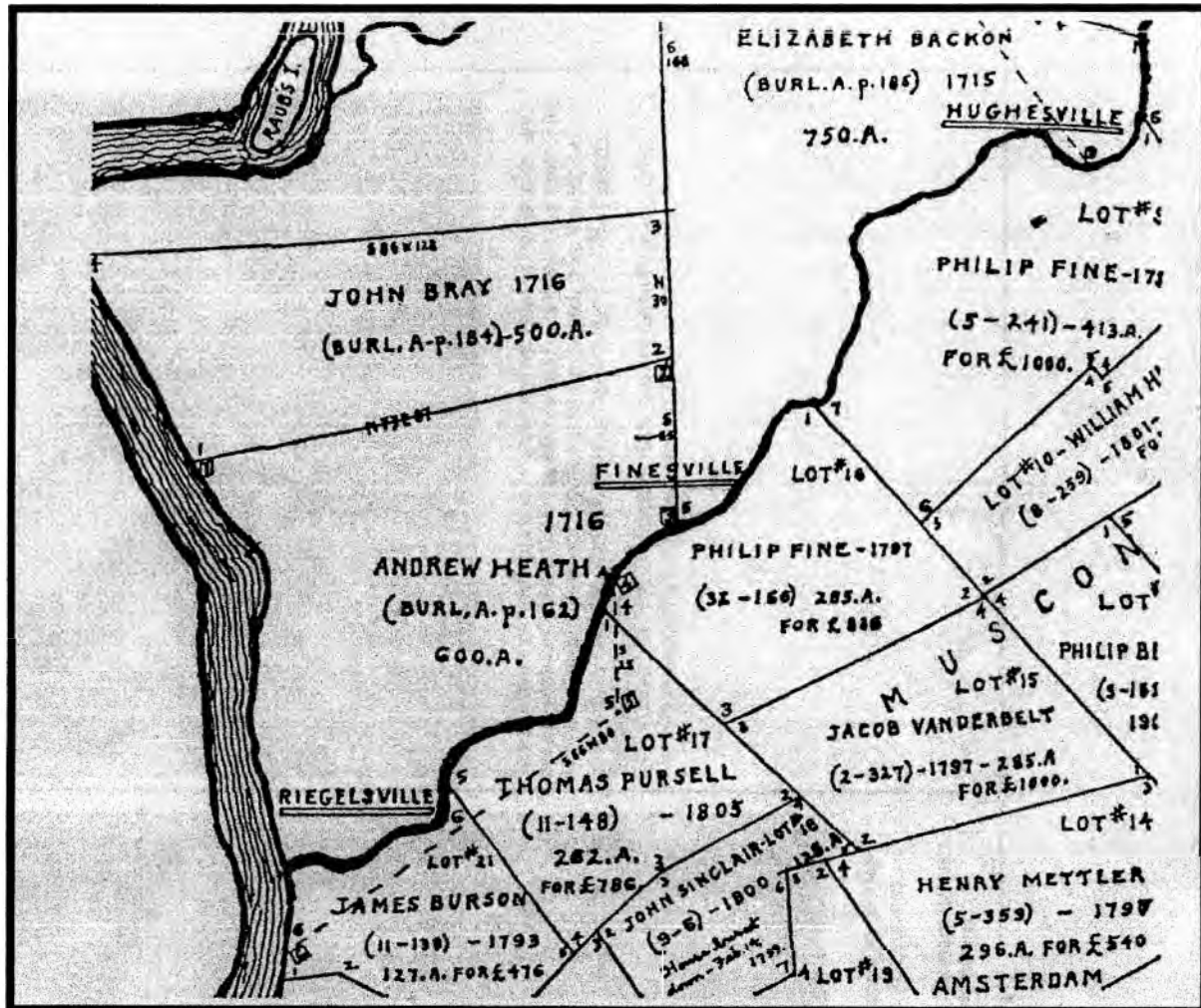


Figure 1. Hammond, D. Stanton. "Hunterdon County, New Jersey, Sheet C", Map Series #4." Genealogical Society of New Jersey, 1965.

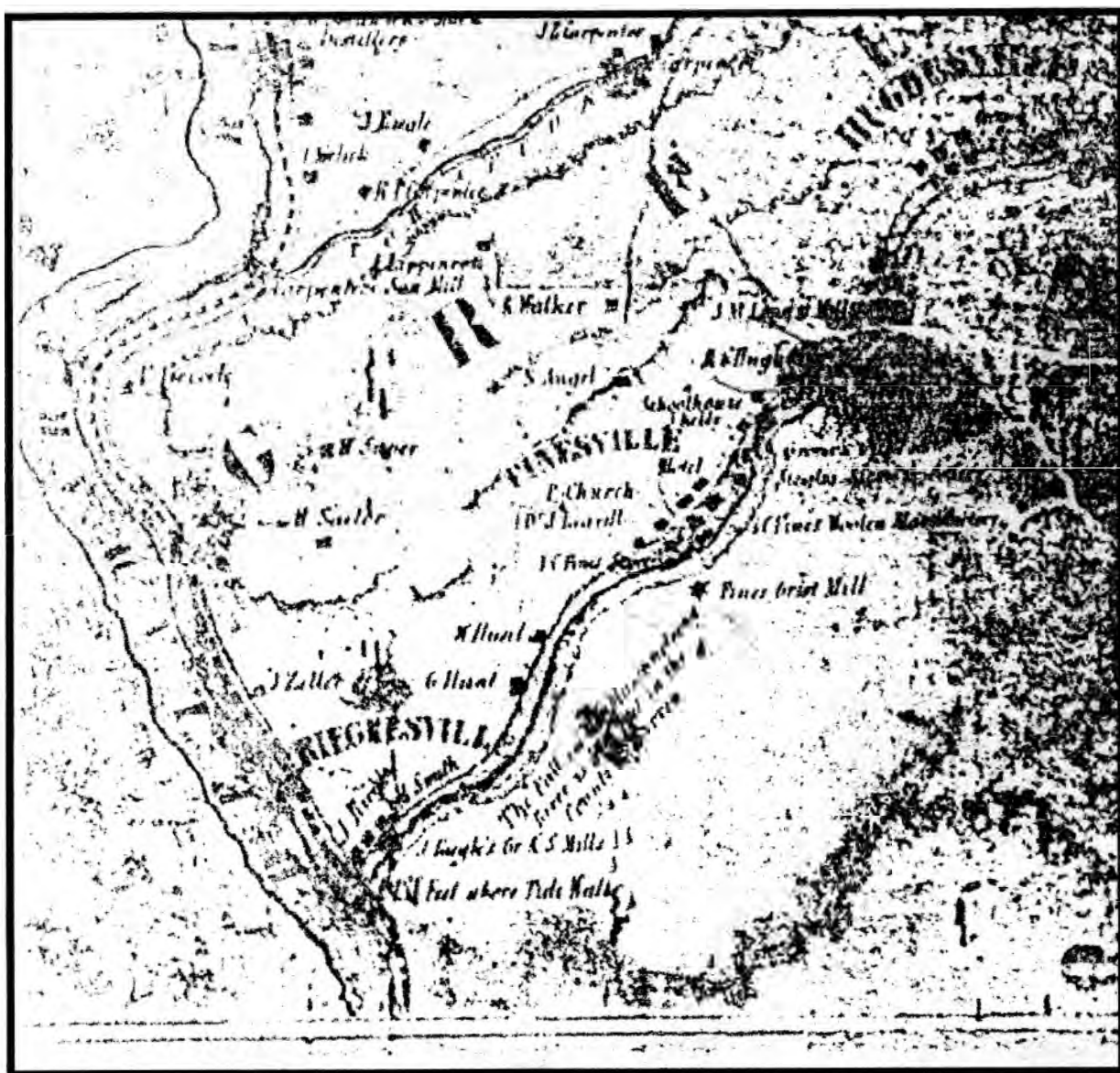


Figure 2. Cornell, Samuel C. *Map of Hunterdon County, New Jersey*. Philadelphia: S. C. Cornell and Lloyd Vanderveer, 1851.

Finesville-Seigletown Historic District
Warren County + Hunterdon County, NJ

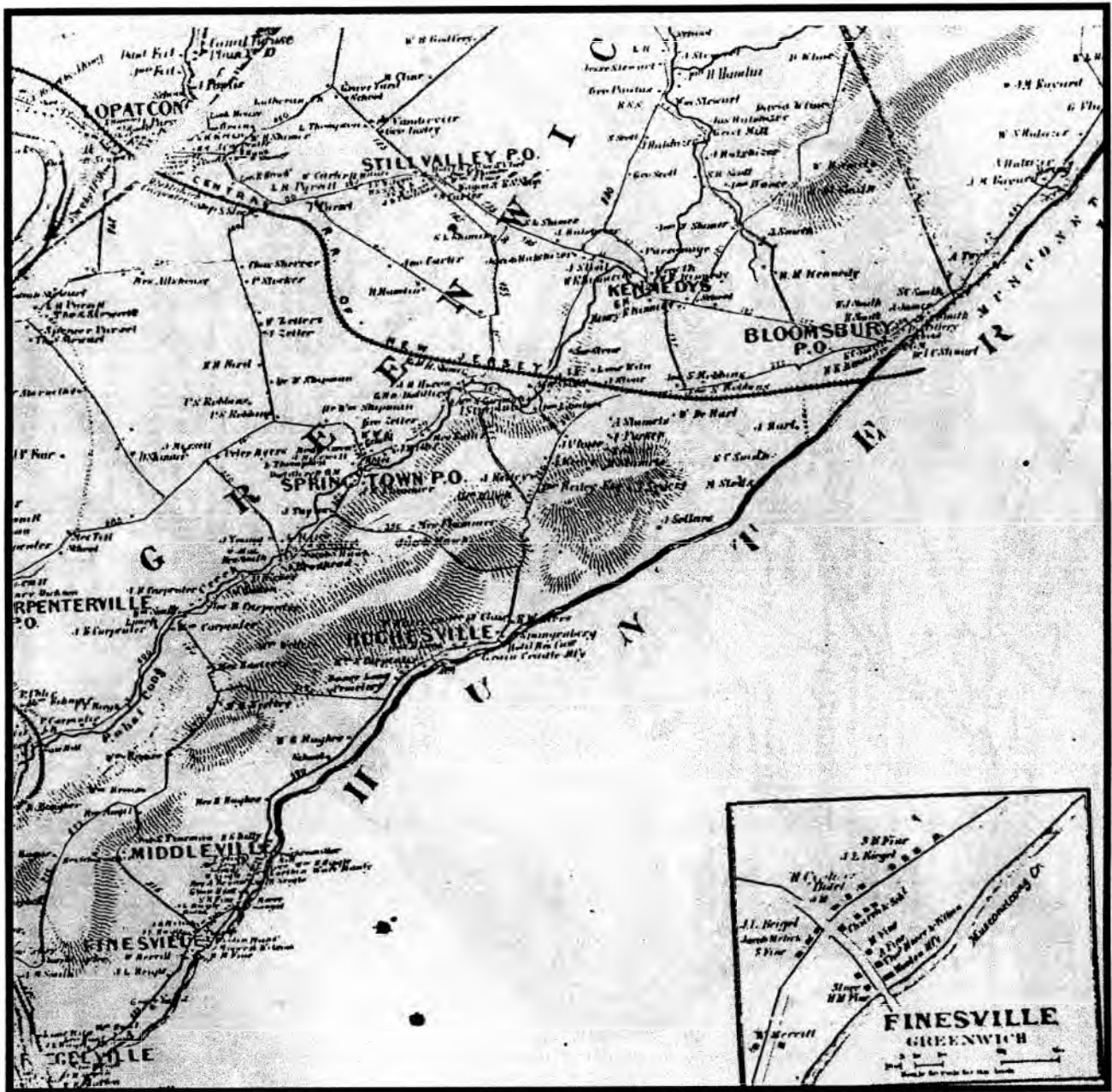


Figure 3. Walling, H.F. *Map of Warren County, New Jersey*. New York: Smith, Gallup & Co., 1860



Figure 4. Hughes, Matthew. *Farm Map of Alexandria Township, Hunterdon County, New Jersey*. Philadelphia: Matthew Hughes, 1860.

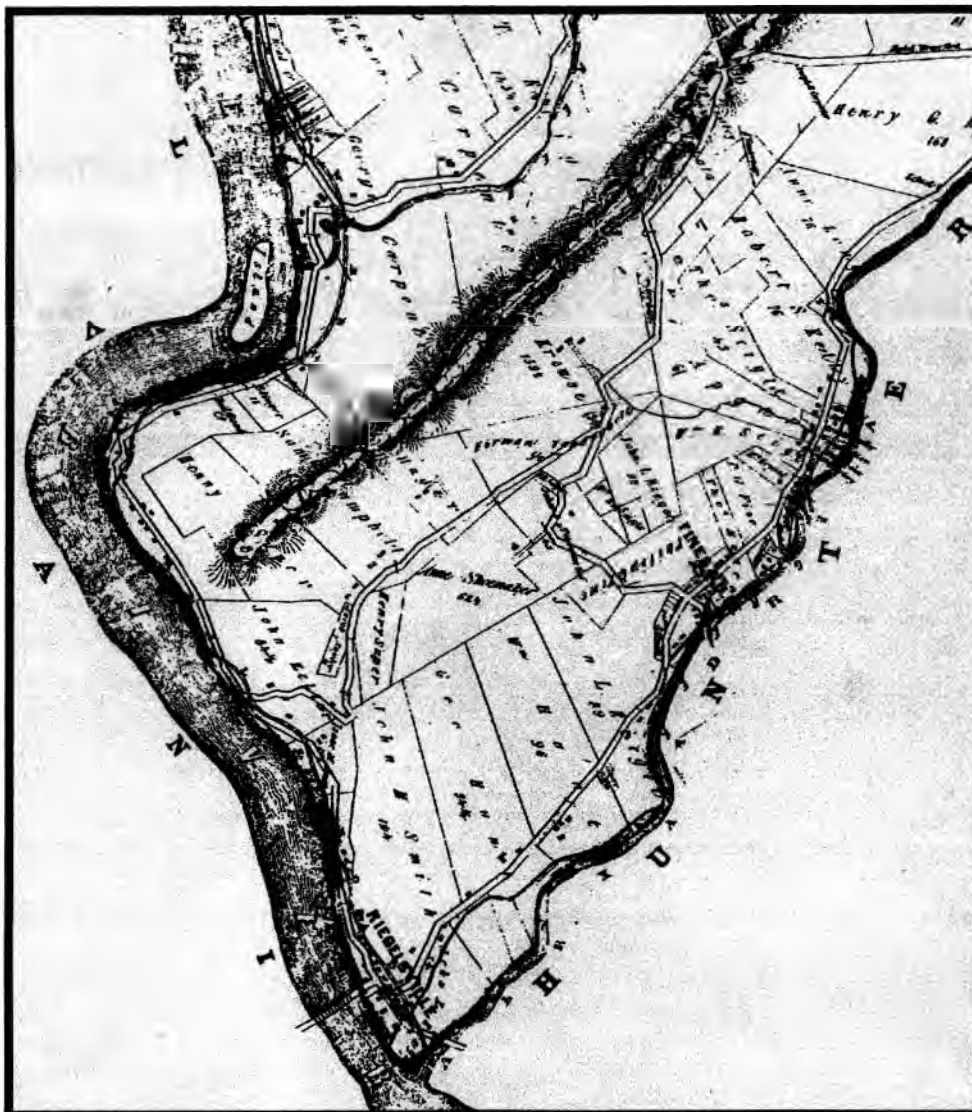


Figure 5. Hughes, Michael. *Farm Map of Greenwich Township, Warren Co., N. J.* Philadelphia: Michael Hughes, 1860.



Figure 6. Beers, F. W., *County Atlas of Warren, New Jersey*. New York: F. W. Beers & Co., 1874.

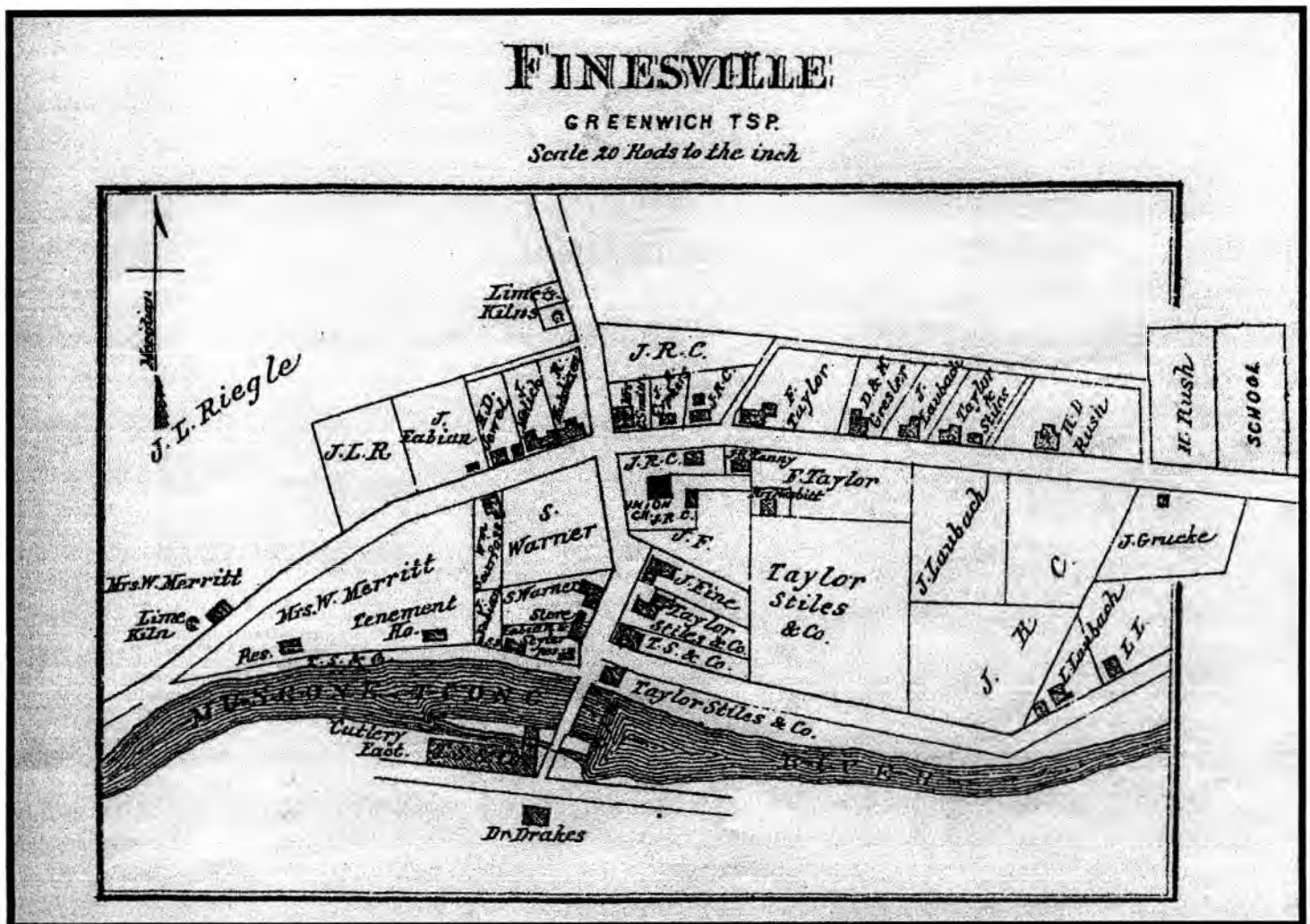


Figure 7. Beers, F. W., *County Atlas of Warren, New Jersey*. New York: F. W. Beers & Co., 1874.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Finesville--Seigletown Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW JERSEY, Warren

DATE RECEIVED: 9/29/10 DATE OF PENDING LIST: 10/26/10
DATE OF 16TH DAY: 11/10/10 DATE OF 45TH DAY: 11/13/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000892

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 11.10.10 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



































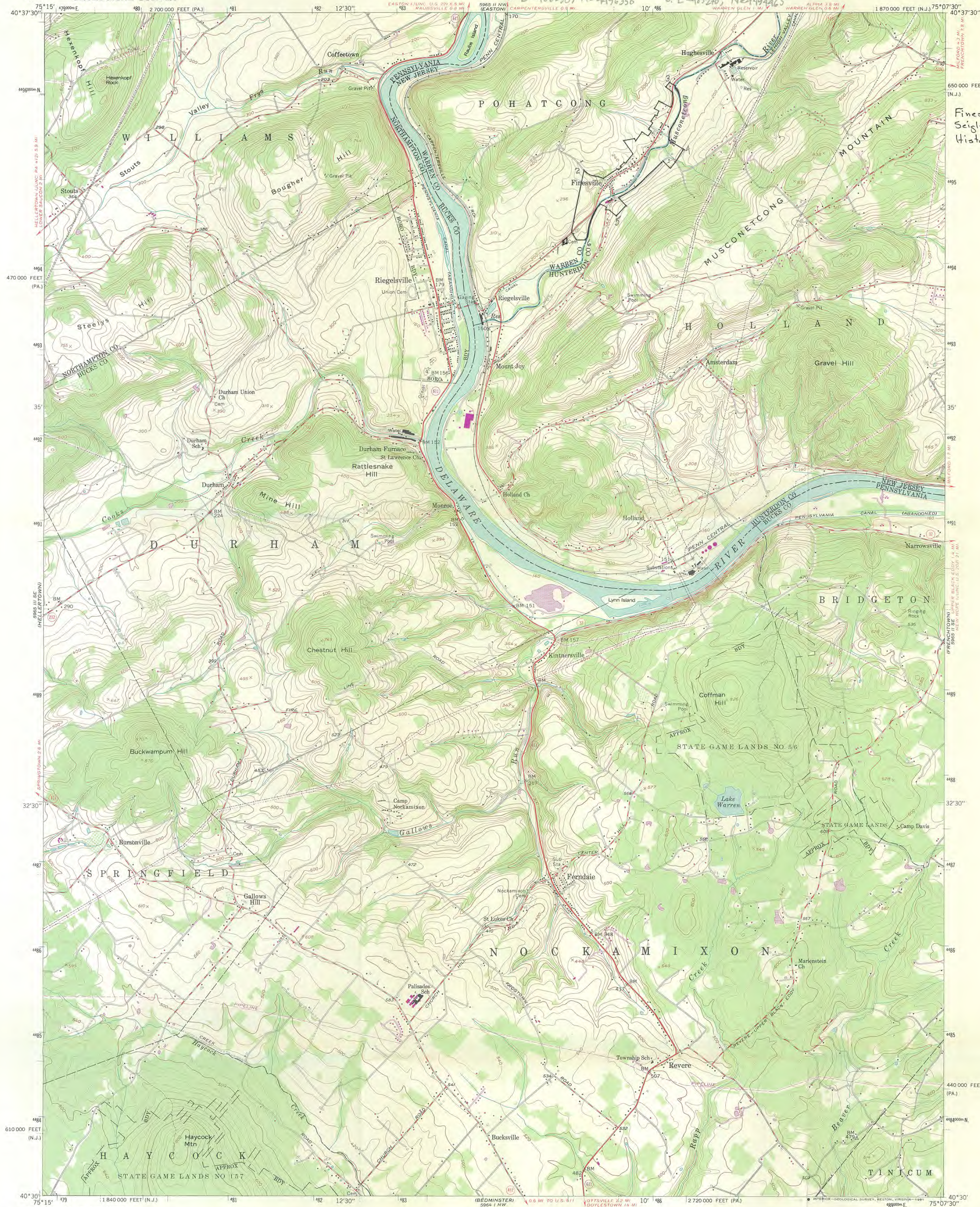








UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



Finesville-Seigletown Historic District
E=48525; N=4494525
2. E=48525; N=4495270
3. E=486230; N=4496350
4. E=486580; N=4495685
5. E=485595; N=4494760
6. E=485270; N=4494465

RIEGELSVILLE QUADRANGLE
PENNSYLVANIA-NEW JERSEY
7.5 MINUTE SERIES (TOPOGRAPHIC)

Finesville-
Seigletown
Historic District

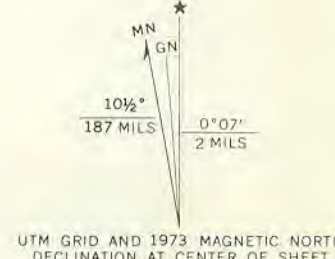
Mapped by the Army Map Service
Edited and published by the Geological Survey
Control by USGS and USC&GS

Topography from aerial photographs by photogrammetric methods
Field check 1942. Culture revised by the Geological Survey 1956

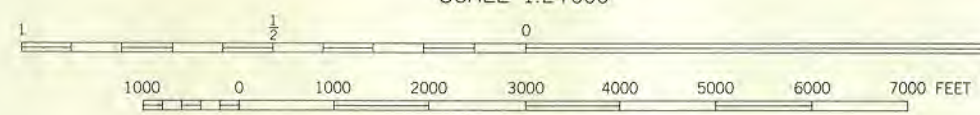
Polyconic projection. 1927 North American datum
10,000-foot grids based on Pennsylvania coordinate system,
south zone, and New Jersey coordinate system.
1000-meter Universal Transverse Mercator grid ticks,
zone 18, shown in blue

Revisions shown in purple compiled by the Geological Survey in
cooperation with State of Pennsylvania agencies from aerial
photographs taken 1968 and 1973. This information not field checked

There may be private inholdings within the boundaries of
the National or State reservations shown on this map



UTM GRID AND 1973 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET
Map photoinspected 1990
No major culture or drainage changes observed

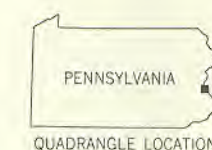


CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

The difference between 1927 North American Datum and North
American Datum of 1983 (NAD 83) for 7.5-minute intersections
is given in USGS Bulletin 1875. The NAD 83 is shown by
dashed corner ticks

ROAD CLASSIFICATION
Heavy-duty Light-duty
Medium-duty Unimproved dirt
U.S. Route State Route

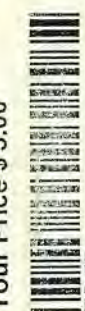


RIEGELSVILLE, PA.-N. J.

40075-E2-TF-024
PHOTOINSPECTED 1990
1956
PHOTOREVISED 1968 AND 1973
DMA 5965 II SW-SERIES V831

TOPO QUAD RIEGELSVILLE (PA) 901

Your Price \$5.00



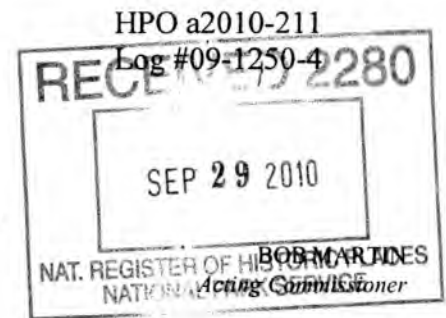


State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
Office of the Assistant Commissioner
P.O. Box 404
Trenton, New Jersey 08625
TEL: (609) 292-3541
FAX: (609) 984-0836

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor



Paul Loether, Chief
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240

Dear Mr. Loether:

I am pleased to submit the Finesville-Seigletown Historic District, in Warren County, New Jersey for National Register consideration.

This nomination has received majority approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Daniel D. Saunders, Acting Administrator, New Jersey Historic Preservation Office, P.O. Box 404, Trenton, New Jersey 08625 or call him at (609) 633-2397.

Sincerely,

Amy Cradic
Deputy State Historic
Preservation Officer

IMLAYDALE HISTORIC DISTRICT

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration FormNATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Imlaydale Historic District

other names/site number _____

2. Location

street & number Imlaydale Road NA not for publication
city, town Washington Twp. (W) Lebanon Twp. Hampton Borough (H) ☐ vicinity
state New Jersey code 034 county Warren/Hunterdon code 041/019 zip code 08827

3. Classification

Ownership of Property

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing	Noncontributing
<u>12</u>	<u>1</u> buildings
<u>2</u>	<u> </u> sites
<u>4</u>	<u>1</u> structures
<u> </u>	<u> </u> objects
<u>18</u>	<u>2</u> Total

Name of related multiple property listing:

N/ANumber of contributing resources previously
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Date

Acting Assistant Commissioner for Natural & Historic Resources/DSHPO

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National
Register. ☐ See continuation sheet.
☐ determined not eligible for the
National Register.
☐ removed from the National Register.
☐ other, (explain:)

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Industry/manufacturing facility

Domestic/single & multiple dwelling

Agricultural/field & outbuilding

Commerce/department store

Current Functions (enter categories from instructions)

Domestic/single & multiple dwelling

7. Description

Architectural Classification

(enter categories from instructions)

Mid-19th century/Italianate/Gothic

Early Republic/Federal

Materials (enter categories from instructions)

foundation stone

walls clapboard

aluminum

roof asphalt shingle

other

Describe present and historic physical appearance.

Imlaydale is located in the Highlands geographical province of northwestern New Jersey, in the broad, rolling Musconetcong River valley of southern Warren County. The small hamlet hugs the north bank of the Musconetcong River just upstream from where Route 31, passing through a saddle in the long ridge defining the southern side of the valley, crosses the river. A water power site utilized by 1800, and perhaps earlier, provided the nucleus for the settlement, which consists of several houses clustered around a grist mill along a road terminating at an abandoned bridge crossing. Another house, a parsonage standing a short distance to the southwest is now separated from the other buildings by Route 31. The community is surrounded by a mix of open fields and woodland with scattered modern dwellings and older farmsteads; a number of businesses are found to the north and south along Route 31. To the south of Imlaydale off Route 31 is the small town of Hampton; the village of New Hampton is located a short distance upstream on the opposite side of the river.

The Imlaydale district encompasses all of the resources associated with the hamlet, including some adjoining farmland, elements of the mill's hydrosystem, and old and new bridge crossings. An inventory of all the district's resources forms part of this section, and the resources have been categorized as "contributing" or "non-contributing" to the district's historical significance. Of the eighteen contributing resources, twelve are 19th-century buildings, five are 19th and 20th-century structures (a 1913 bridge, #2, and earlier bridge piers, #9, a limekiln, #10, and remnants of the mill's hydrosystem, #9) and one is an 18th/19th century site, a small family graveyard (#7). There are two non-contributing resources: the present Route 31 bridge (#11) and the ell of a 19th-century barn which has been remodeled for residential/church use (#4).

The district contains eight principal buildings with attendant outbuildings. In large part they are vernacular, frame structures of moderate size, that date to the middle decades of the 19th century and exhibit simple stylistic embellishment typical of that era. Most have been enlarged or refurbished over the years. Modern improvements, while resulting in the loss or obscuring of early fabric and detailing in some cases, have been neither numerous nor disfiguring enough to mar the historic architectural character of

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☒ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G N/A

Areas of Significance (enter categories from instructions)

Architecture
Community development
Industry
Politics/government
Transportation

Period of Significance

c. 1830-90, 1913

Significant Dates

1913

Cultural Affiliation

N/A

Significant Person

Peter Cramer (1824-89)

Architect/Builder

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Imlaydale possesses significance in the areas of community development, architecture, industry, politics/government and transportation. The hamlet exemplifies the smallest of the agglomerate settlements that proliferated throughout the region in the 18th and 19th centuries to serve its dispersed agricultural population, but whose growth was arrested when they were by-passed by 19th-century transportation improvements. The district has architectural significance as an assemblage of modest, mid-19th century buildings whose construction, form, detailing, and spatial organization are illustrative of the rural region's vernacular architecture in that era. The industrial significance of Imlaydale stems from its grist mill whose history is representative of that of the small-scaled water-powered industry once characteristic of the region. Significance in the area of politics and government stems from late 19th-century owner of the mill complex, Peter Cramer, who was active in local Republican politics and held public office on both the state and local level. The district's significance for transportation lies in its 1913 reinforced concrete bridge, one of the earliest state-aid bridges in the area and one of the first in which the state had a direct role in design and construction.

The homestead site of one of the area's most prominent early settlers, Imlaydale was a settlement of some local importance with a grist mill established by 1792 and a store some years thereafter. In a period when the transportation of goods was largely limited to horse-drawn conveyances, such small communities provided the region's isolated rural population with almost its only centers for commercial and social activity. Although naturally favored by its location at a good water power site near the mouth of a mountain gap by which the middle portion of the Musconetcong Valley can be most easily entered from the south, Imlaydale was by-passed in the 19th century's turnpike, canal and railroad building booms. Overshadowed by neighboring communities with those advantages, Imlaydale has not grown since the middle decade of the 19th century.

☒ See continuation sheet

9. Major Bibliographical References

Previous documentation on file (NPS): N/A

- ☐ preliminary determination of individual listing (36 CFR 67)
has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings
Survey # _____
- ☐ recorded by Historic American Engineering
Record # _____

☒ See continuation sheet

Primary location of additional data: N/A

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property approximately 32 acres High Bridge, NJ Quad

UTM References

A

1	8
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5	0	2	9	2	0
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4	5	0	7	1	2	0
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Zone Easting Northing

C

1	8
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5	0	2	6	4	0
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4	5	0	6	4	6	0
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E 18 5 0 2 5 6 0 4 5 0 6 9 2 0

B

1	8
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5	0	2	8	6	0
---	---	---	---	---	---

4	5	0	6	6	6	0
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Zone Easting Northing

D

1	8
---	---

5	0	2	4	6	0
---	---	---	---	---	---

4	5	0	6	6	2	0
---	---	---	---	---	---	---

☐ See continuation sheet

Verbal Boundary Description

☒ See continuation sheet

Boundary Justification

☒ See continuation sheet

11. Form Prepared By

name/title Dennis Bertland

organization Bertland Associates

street & number P.O. Box 11

city or town Port Murray

date March 1990

telephone (201) 689-6356

state NJ zip code 07865

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the district. The buildings mostly are in good condition and well maintained. Yards generally are landscaped and well kept.

Imlaydale's architecture is representative of the region's vernacular construction practices and building types and reveals the influence of several architectural styles that were popular in the 19th century. The district's two earliest dwellings exemplify the traditional, 2-story, gable-roofed house types with single-pile plans, regularly fenestrated facades, and interior gable-end chimneys that are ubiquitous in the Delaware Valley's 18th and 19th century housing stock. The Stewart-Cramer House (#7), a coursed rubble-stone structure dating c. 1832, has a single-pile, center-pile floor plan of Georgian derivation and simple late Federal style detailing. Its c. 1830-50 neighbor (#8) is an unadorned frame dwelling with a two-room single-pile plan and a bank cellar. In contrast to them are three houses dating to the third quarter of the 19th century. With its blocky form and low-pitched roof with wide bracketed eaves, the Peter Cramer House (#3) evokes the Italianate cubical villa design. Gothic Revival influences are evident in the central front gable and scalloped bargeboards of the Presbyterian Parsonage (#1). Victorian penchant for asymmetry and exuberant ornament found expression in the southeast facade of house #6 which has a two-tiered bay window hugging one corner and elaborately detailed porch and bracketed cornice.

Outbuildings are found behind a few of the district's houses, most notable of which is the carriage house at the Peter Cramer House (#3), a large frame building with pagoda-roofed cupola and boxed overhanging eaves. Much smaller and simpler are the small wagon house at the parsonage (#1) and the stone smoke house with gable ventilation hole behind the Stewart-Cramer house (#7). An auxiliary structure of another kind is the limekiln (#10) in an isolated location on the river bank.

While Imlaydale's 19th-century store has not survived, its 1857 grist mill (#9), despite modern alterations, remains a good example of the region's mill buildings and retains some of its works. The gable-end front of the braced-frame structure typically has a central entry on each story which is a cupola with hoist overhang. Portions of the mill's hydrosystem also have survived including a wide deep tail race and breached remains of the mill dam.

The district also contains two transportation related resources. In the 19th century Imlaydale was linked to the outside world by the old road which crossed the river just north of the mill dam. While the wooden bridge there has been removed, its central stone pier (#9) remains intact. Imlaydale was bypassed to the west by the construction of a new bridge in 1913. This poured concrete structure is distinguished by two elongated segmentally arched vaults.

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An inventory of all structures and sites within the district has been prepared as part of this description. Each principal structure and site is identified by a number which locates it on the accompanying district map. All entries have been categorized as "contributing" or "non-contributing" to the significance of the district. All outbuildings included in the inventory are contributing unless individually identified with the designation (NC).

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Borough, Hunterdon County, NJSection number 7 Page 4**Imlaydale District Inventory**

1. Valley Presbyterian Church Parsonage Frame, 2-story, gable-roofed dwelling consisting of a 3-bay single-pile main block with a cross gable centered on the front and gable-end chimneys (brick stacks) and a 2-story rear ell.

Style: Gothic Revival/Italianate
influences

Date: c. 1860-65

Exterior features include clapboard siding, overhanging eaves with scalloped, perforated bargeboards, 2/2 and double 1/1 sash windows with plain trim, floor-length windows on the first story front, a central entry with transom, double doors, and simple flanking pilasters, and a flat-roofed front porch featuring a box cornice with wide frieze, square posts with cap, base and shoulder moldings, a pendant centered beneath the frieze in each bay creating an arcaded effect.

Outbuildings: (1) frame, 2-story wagon house (later 19th century) with overhanging eaves, clapboard siding, and batten-doored side-wall entries.

Contributing

B75/L6

Neg. # A 28a

2. Reinforced, poured-concrete bridge consisting of two elongated, segmentally arched vaults and with an open balustrade of square concrete posts and iron pipe rails.

Style: None

Date: 1913

Contributing

B80/L1 &
B22/L1 & 2 (Hampton)

Neg.# A 27a

3. Peter Cramer House Frame, 2 1/2 story, 5-bay, double-pile dwelling with low pitched hip roof, end-wall chimneys (brick stacks), and a 2 1/2-story, hip-roofed rear wing.

Style: Italianate

Date: c. 1950s

Although covered with aluminum siding, the exterior retains a bracketed box cornice, eyebrow windows between the cornice brackets, 6/6 sash windows, central entry with side-lights, transom, and one-panel door, a 1-bay entry porch with bracketed box cornice and octagonal porch, and a similar porch on the southeast side above which is a semi-hexagonal bay window. The sun porch with continuous band of 6/1 sash windows on the

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upper story of the originally 1-story rear wing was added in the early 20th century (in which work the wing's cornice brackets evidently were reused); the enclosed flat-roofed porch on the southeast side of the wing is a more recent alteration.

Outbuildings: (1) frame, 2 1/2 story, gable-roofed carriage house (c. 1857-70) whose east corner is cut away creating an L-shaped plan and asymmetrical rear gable. It has clapboard siding, boxed overhanging eaves, a louvered cupola with concave pyramidal hipped roof, mostly 4/4 sash windows, a cross gable on the short northeast wall, and northwest gable end entries with batten doors. (2) small, frame shed (late 19th/early 20th centuries) with clapboard siding.

Contributing

B80/L1

Neg.# A 21a, 22a,
25a, 26a, 34a, 35a

4. Frame, 2-story, gable-roofed building; originally the perpendicular ell of a large barn bank, it survived the fire which destroyed the barn and was subsequently renovated for residential/church use; an extension has been added to the northwest gable end.

Style: noneDate: late 19th,
remodeled c. 1980

The exterior fabric which includes aluminum siding, single and double sash windows, and a hip-roofed porch dates to the recent renovation.

Non-contributing

B79/L7.02

Neg.# A 33a

5. Frame, 2-story, duplex dwelling with a 2 over 4-bay gable end principal facade and a 1-story rear addition.

Style: noneDate: c. 1860-74

It has clapboard siding, boxed overhanging eaves, 6/6 sash windows with eared and raked cornices, and paired inner-bay entries with modern glass and panel doors.

Contributing

B79/L10

Neg.# A 1a-4a, 10a

6. Frame, 2-story, flat-roofed, L-shaped dwelling with a symmetrically fenestrated, 5 over 3-bay southwest facade; an irregularly fenestrated southeast facade, a 2-story, false-fronted, shed-roofed, 1-bay appendage

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on the northeast side, and a small, 1-story appendage which partially squares out the north corner.

Style: Italianate influences

Date: c. 1860-74

At the south end of the southeast facade is a two-tiered, rectangular bay window with pagoda roof, concave pent roof between the stepped tiers, bracketed cornices, banded narrow 1/1 sash windows, and an elaborately paneled spandrel beneath the lower window band. Other exterior features include clapboard siding, a bracketed built-up box cornice, mostly 2/2 sash windows, entries with glass and panel doors, and a flat-roofed porch on the southeast facade with turned posts, and jig-saw cut, perforated balustrade and cornice frieze. The masonry "terrace" on the southwest facade either survives from or replaces an entry porch.

Contributing

B79/L9

Neg.# A 1a-4a, 10a

7. Stewart-Cramer House Stone, 2-story, gable-roofed single-pile dwelling consisting of a 5-bay, center hall-plan main block with gable end chimneys (brick stacks), a slightly lower, 2-bay east wing with gable-end chimney (brick stack), and a frame, 1-story rear appendage, built in at least two sections.

Style: Federal influences

Date: c. 1832

Among the early exterior features are box cornice with crown and bed moldings and returns, 6/6 and 9/6 sash windows with architrave trim, and a recessed main entry with architrave outer surround and 8-panel door whose recessed panels (featuring clip-cornered, slightly raised fields) match those lining the reveals. The rear porch with turned posts is a Victorian alteration as was the more elaborately detailed front porch removed not long ago. Stucco also has been removed from the walls and the stonework repointed.

Outbuildings: (1) stone, 1-story, gable-roofed smoke house (mid-19th century or earlier) with a batten-doored entry in the southwest gable end and a ventilation slit in the northeast gable; (2) frame, 2-bay, gable-roofed privy (late 19th or early 20th century) with vertical siding and two batten doors and which leans markedly to the rear; and (3) the Bowlby family graveyard, small plot located to the rear of the stone house just northeast of houses #s 5 & 6. Field stones are said to have been used to mark the early graves; no headstones survive (see #8 below).

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Contributing

B79/L7.01

Neg. # A 5a-9a &
13a-18a

8. Frame, 4 over 5-bay, 2-story, gable-roofed, single-pile dwelling with a bank cellar above grade at the south gable-end, a south gable-end chimney (brick stack), a small rear appendage, and a modern 1-story, north addition which incorporates a garage.

Style: noneDate: c. 1830-50

It has flush eaves, clapboard siding, 6/6 sash windows with plain trim and modern decorative shutters, and a central entry with the modern glass and panel door and a small shed hood.

The headstones from the small family graveyard may have been incorporated in the poured cement foundation of the garage wing.

Contributing

B79/L8

Neg.# A 11a & 19a

9. Imlaydale Mill Frame, 2 1/2 story, gable-roofed grist mill with a 3-bay northwest gable-end front, 4-bay side walls, and a basement story that is entirely above grade on the southeast gable end.

Style: noneDate: 1857

Exterior features include clapboard siding, 6/6 and 1/1 sash windows with plain trim, and a cupola with hoist overhang centered on the ridge at the northwest gable end below which on each story is a center-bay entry (those on the second and third story retain batten doors).

The roof's low pitch results from alterations made in the 1950s when the side walls were raised several feet; around the same time a garage door was installed on the front wall to the right of the central entry. More recently, several windows have been replaced on the rear gable end.

Although the interior has been remodeled for residential and commercial use, the framing and much other early fabric remains as does a considerable amount of the mill works.

Related site features: The concrete-capped stone mill dam, breached at its mid point, stretches across the river roughly in line with the east corner. While the tail race, a wide water-filled strait following the river bank for several hundred feet to the southwest, remains, the head

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race to the northeast has been largely filled in. The stone central bridge pier of the span which once crossed to the river a short distance upstream from the mill dam also survives.

Contributing

B10/L8

Neg.# B 33

10. Stone, limekiln built into sloping around just above the river bank.

Style: none

Date: 19th century

Contributing

B79/L7

Neg.# -

11. bridge constructed of reinforced, poured-concrete piers and a road deck carried by steel I-beams with concrete parapet walls.

Style: none

Date: 1930s

Non-contributing

Neg.# -

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As a result Imlaydale has managed to preserve much of its 19th-century character. Nearly all of the district's buildings date c. 1830-80. The distinctive historical character of the hamlet results from the survival of these buildings, their clustering around the focal point of the grist mill, and their juxtaposition with the surrounding open countryside. The district's buildings, mostly dwellings with attendant outbuildings, are in general well preserved and evidence relatively few modern alterations. Collectively they possess architectural significance. Their forms, construction, decorative embellishment, and siting provide a representative illustration of the rural region's vernacular architectural traditions and its assimilation of popular architectural styles. Of individual note are the c. 1832 Stewart-Cramer House (#7), a coursed rubble-stone dwelling with single-pile, center-hall plan and Federal style detailing, the c. 1857-60 Peter Cramer House (#3) whose blocky form and low-pitched roof with wide bracketed eaves evoke Italianate cubical villas, and the Valley Church Parsonage (#1), built 1860-65, which exhibits Gothic Revival influences in its central front gable and scalloped bargeboards. The Imlaydale Mill (#9), built in 1857 on the site of an earlier mill, remains, despite some modern alterations, a good example of the region's 19th-century mill buildings and retains elements of its mill works and hydrosystem. The district's abandoned bridge (#11), built in 1913 to carry the re-aligned Clinton/Washington Road over the Musconetcong River, also is of interest as an early area example of the use of reinforced concrete for bridge construction.

In addition, as a site occupied continuously since the 1730s and subject to limited development, Imlaydale may well have the potential to yield important archaeological information about the area's 18th and 19th-century material culture.

While Imlaydale developed as a mill hamlet in the 19th-century, its origins can be traced to the initial European settlement of the Musconetcong Valley in the second quarter of the 18th century. The region's pioneer agriculturalists, mostly of British, Dutch, and German stock, were typically tenants or squatters on property acquired by absentee owners through New Jersey's system of proprietorial landholding. Relatively few of the earliest settlers were freeholders, and perhaps even less commonly were West Jersey proprietors among the pioneers.¹ The pioneer settler at Imlaydale, however, was English-born John Bowlby who by inherited proprietary right acquired title to several thousand acres in the Musconetcong Valley in the 1730s.²

According to family genealogists, John Bowlby (c. 1700-82) came to America in 1726-27 in company with his father Thomas (1665-1731), a saddler of Mansfield Woodhouse, England, who was married to the daughter of Samuel Barker,

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a gentleman from nearby Barlborough whose landed interests included 4/5ths of a West Jersey proprietary. The American journey evidently was precipitated by an agreement made in April, 1726 by which the elder Bowlby gained control of most of his late father-in-law's New Jersey holdings from the other heirs. This inheritance, supplemented by his own purchase of a fractional proprietary share, entitled Thomas Bowlby to thousands of acres of land in West Jersey, including parcels previously surveyed and allotted to Samuel Barker and rights to unallocated land. The Bowlbys settled in Burlington County, New Jersey where the elder Bowlby died in 1731.³ His will devised substantial lands in West Jersey to his children. John Bowlby was to receive "his full quantity" of his father's land and was appointed co-executor with Abraham Heulings, Esq. The executors were directed to dispose of Thomas Bowlby's West Jersey lands "to the advantage of (his) children."⁴ Bowlby's sons Thomas and George also immigrated to New Jersey, as did a fourth son Richard who settled near his brother John in the Musconetcong Valley.⁵

The West Jersey proprietorship devolved to John Bowlby as his father's executor, and recorded deeds testify to his extensive land dealings over the next several decades. Through references to his place of residence, deeds also suggest that he moved from Burlington to the Musconetcong valley in 1737. A 1765 resurvey indicates that the land on which he settled encompassed over 5,000 acres and stretched northward from the Musconetcong River across the fertile limestone valley and over Pohatcong Mountain into the next watershed.⁶ Besides rich agricultural soils, the tract contained a valuable mill site. According to tradition, presumably handed down in the family, which was recorded in 1869-70:

When John Bowlby was running the boundaries of his land, Col. Daniel Coxe was also laying out a tract to the east of him. There seems to have been some strife between them as to who should get his survey entered upon record first, and at the same time get as much of the creek as possible.

Coxe became alarmed, mounted his horse and rode towards Burlington as fast as he could, while Bowlby ran his lines so far as to take up the whole stream, keeping Coxe out of every foot of it. He then mounted a horse and followed Coxe, who rode one horse to death, borrowed another, and thus reached Burlington first. But Bowlby "kept him out of the creek" and that was all he desired, for he now had the mill site, and the most valuable portion of the land.⁷

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The same traditional account locates Bowlby's homestead at Imlaydale "near where Peter Cramer now lives." His hewn-log, 1 1/2-story dwelling "was once considered the grandest house in the settlement" since it had "two large rooms below stairs, while the other houses had only one. It was the first house built (there)." The account is less informative about the first mill at Imlaydale, noting only that before it was built John Bowlby had to transport his grain over ten miles "through the wilderness" to Pittstown to be ground.⁸ While John Bowlby may have erected a grist mill at Imlaydale, no record has been found of any mill there before 1792.⁹

As a large landowner, John Bowlby must have been a man of some position and influence in the community. This is perhaps reflected in the choice of the name of Mansfield Woodhouse, the English town from which the Bowlbys came, for the new Sussex County township created in 1754 from the central portion of the Musconetcong Valley.¹⁰ The name was also adopted by the neighborhood's pioneer church, a Presbyterian congregation formed as early as 1740, whose log meetinghouse was built on Bowlby land. John Bowlby and his wife Mary conveyed the church lot and graveyard to the congregation in 1765. Unlike his brother Richard who served as township representative to the county Board of Chosen Freeholders in 1765-69, there is no record of John Bowlby holding elected office; however, the names of the township's freeholders previous to 1765 and of other local officials before 1779 have not survived.¹¹

After the 1765 resurvey Bowlby evidently disposed of much of his Musconetcong Valley land. Several tracts were conveyed to his three sons who settled in the neighborhood; other parcels apparently were sold to local farmers.¹² According to the 1869-70 account he "sold hundreds of acres of land for 2s, 6d. per acre because he did not wish to pay taxes on it." Local residents at that time recalled

hearing their grandfathers tell about the time when they could have bought land from Bowlby for 50cts. per acre. It must be remembered that in those days taxes were high in proportion to the value of the land; and while land was plentiful, money was scarce.¹³

Despite his extensive landholdings, John Bowlby does not appear to have acquired any great wealth. In fact, the inventory of his "goods and chattels" made after his death in 1782 totaled about 60 pounds, certainly a substantial amount for the period in rural Sussex County, but hardly what one would expect for an individual who had once owned several thousand acres.¹⁴ Except for two cows, the inventory includes no mention of any items relating to the operation of a farm or mill, suggesting that upon retiring in old age he had disposed of his stock and tools.

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John Bowlby's 1779 will, offered for probate in 1782, devised half-acre lots to twelve grandchildren at what later became the nearby village of New Hampton and the remainder of his real estate in thirds to his two surviving sons, Thomas and Samuel, and his two grandsons, John and James, sons of his son John who presumably predeceased him.¹⁵ Division of the property evidently occurred by 1785, and the homestead at Imlaydale formed part of the share allotted to Samuel.¹⁶

Samuel Bowlby (c.1735-1822) apparently lived on the homestead over the course of his long life. His residence, perhaps his father's noted house, was described by a descendant as "a log dwelling with walls of a pinkish hue," probably a tinted wash commonly used in the area. He presumably was a farmer and, like his father, had considerable land dealings, selling portions of his property and in later life at least leasing much of the remainder. He also evidently built or rebuilt the grist mill at Imlaydale. A family genealogy makes reference to an 1801 quit claim deed (which apparently was not recorded) from Samuel Bowlby to Henry Dusenberry, a merchant and landowner at New Hampton, and to an agreement between the two "to build and operate a mill in partnership."¹⁷ That they were partners in the Imlaydale mill before 1792 is established by a road survey of that year which locates "said Dusenberrys and said Bowlby's mill" on the site of the present mill.¹⁸

Like his brother Thomas and uncle Richard, Samuel Bowlby held local township office, serving as tax collector for one year in 1787. He also served as a private in the Revolutionary War. He and his wife, Elizabeth Dunn, had six children, most of whom married and settled in the neighborhood, although two sons may have moved to the west for a time.¹⁹ Like that of his father, Samuel's estate was surprisingly modest. The inventory made after his intestate death in 1822 totaled \$550.08, most of which consisted of outstanding notes. By way of contrast, the estate of his partner in the mill, Henry Dusenberry, was valued at almost \$9,000 in 1824.²⁰

At his death Samuel Bowlby's landholdings consisted of two Musconetcong Valley properties, a 175-acre farm near Washington and a 250-acre tract astride the Musconetcong River that encompassed the homestead. The division and sale of his real estate ordered by court-appointed commissioners was opposed by several of the heirs, and a state Prerogative Court case was instituted to settle the matter. Testimony presented to the court indicates that several of his children and grandchildren lived on the two properties at various times and that four of them were in residence in 1825.²¹ The commissioners' sale was blocked, except for the half interest in the mill and a 6-acre meadow lot. Both properties were offered for sale at an auction held June 27, 1827, at

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which time Dusenberry's half interest in the mill was also sold. Although no record of the division survives, shortly thereafter Bowlby's remaining lands appear to have been divided among his heirs.²²

High bidder for the two-acre mill lot was Dr. William Clark (1796-1857), a young physician recently settled at Belvidere, the seat of newly formed Warren County. Clark, who also acquired the "Point Mills" several miles upstream from Imlaydale, evidently supplemented his successful medical practice by investing in mill properties.²³ He paid \$1,453 for the Bowlby/Dusenberry mill and sold the property, enlarged by the addition of a small lot on the south side of the river, in 1832 to Thomas G. Stewart for \$5,000.²⁴ That he made improvements to the mill could explain the large price increase. Regardless of what if any work was done during his ownership, Clark must be credited with naming the community in honor of his mother who was born Margaret Imlay.²⁵

The first recorded use of the name Imlaydale for the settlement appears in Gordon's 1834 Gazeteer of the State of New Jersey wherein it is described as a "pleasant hamlet on the Musconetcong Creek....contain(ing) a mill, a store, and 3 dwellings."²⁶ The store probably was a recent enterprise, established by either Clark or Stewart; later deed references place it or its successor on the mill lot to the west of the mill, somewhere between house #6 and the stone house (#7). Stewart is said to have built a house upon his acquisition of the property.²⁷ This probably was the stone house which stylistically can be dated to around that time. Unlike Clark, Thomas G. Stewart (c.1789-1859) probably lived at Imlaydale. In addition to the mill lot he purchased about 280 mostly contiguous acres there in the 1820s and 1830s by several conveyances, including a 38-acre tract to the north of the mill lot in 1831 from Mary Lacy, one of Samuel Bowlby's daughters, and a .25-acre "lot and premises" (the site of #s 5 & 6) adjoining the mill property on the west in 1835 from Alexander Bowlby. The .25-acre lot which earlier in 1835 had been subdivided from a larger parcel owned by Sarah Hess, another daughter of Samuel Bowlby, probably was the location of one of the hamlet's other dwellings.²⁸

In 1840 Thomas Stewart and his wife sold about 80 acres of their Imlaydale property, including the mill lot and adjoining parcels, to Isaac N. Carpenter who later that year sold the small house lot and the adjoining store to Samuel Garrison. Carpenter retained ownership of the remainder of the property until 1848 when he sold it to Noah Cramer who proceeded to enlarge his holdings by the purchase of an adjoining 31-acre parcel from the executors of Sarah Hess in 1850.²⁹ Noah Cramer (1801-75) had engaged in milling at several locations before acquiring the Imlaydale mill and farm. He operated both enterprises until 1857, when he sold the mill and about 10 acres of land to his son Peter, and thereafter continued farming. The grist mill was rebuilt by Peter Cramer

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(1824-89) who successfully carried on the business for over thirty years.³⁰ The Cramers completed their land holdings at Imlaydale by the purchase from former merchant Marcus Wells of the store property in 1866 and the adjoining house lot in 1872. Noah Cramer retained ownership of the 82-acre Imlaydale farm and the stone house until his death, after which it was sold to a local farmer, William Miller.³¹

That the middle decades of the 19th century were a prosperous period for the Cramers and Imlaydale is attested to by the building which occurred then. Imlaydale's present mill (#9) was constructed in 1857 by Peter Cramer who built his substantial adjoining residence (#3) within the next few years, possibly by 1860 as the county map of that year depicts the house of "P. Cramer" on the site.³² The Valley Church parsonage (#1) was erected between 1860 and 1865 on land owned by Noah Cramer and later conveyed to the congregation.³³ The Cramers were probably responsible for the construction of the two other houses erected in the hamlet in the 1860s or 1870s, the duplex (#5) which was occupied by a variety of tenants including mill hands, laborers, and perhaps an upholsterer and a milliner and the larger, more elaborately detailed dwelling next door (#6) which was inhabited by Peter Cramer's brother John and later his son Samuel both of whom were employed in the mill business.³⁴ The large bank barn whose small ell (#4) was its only section to survive a recent fire, was either built by Noah Cramer or by William Miller after his acquisition of the Imlaydale farm in 1876. That this development pattern, which remains unchanged today, had occurred by 1873 is clear from the depiction of Imlaydale in the 1873 Hunterdon County atlas.³⁵

While the store appears to have been discontinued by the 1870s, the mill business thrived.³⁶ The 1860 Industrial Census indicates that Peter Cramer's mill produced 880 pounds of wheat flour worth \$6,720 and 750 tons of feed worth \$22,500 with a labor force of three and a capital investment of \$3,500. It was the second largest of Washington Township's five grist mills. Cramer's business grew considerably in the 1860s. In 1870 his merchant operation produced wheat, rye, and buckwheat flour, corn meal, and oat feed valued at \$47,338 and his custom work amounted to flour and feed worth \$9,562. The Imlaydale mill retained its position as the township's second largest mill, but exceeded its first-placed competitor in the volume and value of its custom work. In 1870 the water-powered mill, still operating with a labor force of three, utilized 30 horse power to run machinery which included four runs of stones, three bolts, six elevators, three screens, and one hulling stone.³⁷ Cramer continued to make improvements to the mill; in the 1880s he installed "new process" machinery and made the mill, according to his obituary, "one of the best in his part of the state." Cramer dealt extensively in flour and feed and for many years held a seat in the New York Produce Exchange.³⁸

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Peter Cramer had other business and political interests. He helped found two local banks and served on the Boards of Directors of both for many years. He also was active in Republican politics as one of the principal organizers of the local party in 1856-57, as a delegate to many party conventions, and as a state and local office holder. He served on Washington Township's Township Committee for many years and was elected to the state senate from Warren County in 1878.³⁹

Upon his death in 1889, the mill property at Imlaydale was inherited by his son Samuel who had much less success in the business which probably is explained partly by his own improvidence and partly by dislocations in the flouring business whereby small local producers could not compete with large operations using cheaper mid-western wheat.⁴⁰ By the early 1900s, Samuel Cramer was bankrupt, and after his death his trustees conveyed the mill property together with the "large homestead dwelling" and other appurtenances to William W. Supplee in 1906.⁴¹ The Supplees operated the mill as a feed business for many years thereafter and it remained in the hands of the family until 1968.⁴²

It was early in the tenure of the Supplees at Imlaydale that the north/south road from Washington to Clinton was designated for improvement as one of the new "blue routes" adopted by the State Highway Commission.⁴³ Improvements were made to the road section by section over the course of several years, and in 1913, the first year in which the State Road Department "had a voice in th design and construction of highway bridges," a new state-aid bridge was built just west of Imlaydale to carry the relocated road over the Musconetcong River.⁴⁴ The reinforced concrete structure evidently was completed in the following year at a total cost of \$9,989.81. Officials certifying its completion in accordance with plans and specifications were county engineers Grant Davis (Hunterdon County) and F.W. Salmon (Warren County) and state inspector James W. Bogart. The bridge remained in use until the 1930s when a concrete slab replacement bridge was built along side of it in conjunction with the construction of State Route 30 (present-day Route 31).⁴⁶

Imlaydale exists today as a largely residential community whose 19th century rural character and setting survive substantially intact. Since the late 19th-century, it has lost only one major structure, the large barn recently destroyed by fire whose surviving ell has been remodelled for residential/church use as has the grist mill for residential/commercial use. Despite increasing development pressure in the Route 31 corridor, much of the agricultural land surrounding the community remains open. Faced with impending change, both township residents and officials have become increasingly aware of

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the community's special historical and architectural heritage which make it a worthy candidate for inclusion on the National Register of Historic Places.

Notes

1 Peter Wacker, Land and People. A Cultural Geography of Pre-industrial New Jersey: Origins and Settlement Patterns, New Brunswick, NJ: Rutgers University Press, 1975, p. 127; Peter Wacker, The Musconetcong Valley of New Jersey, New Brunswick, NJ: Rutgers University Press, 1968, pp. 32-52; & D. Stanton Hammond, Hunterdon County, New Jersey, Sheet A. Map Series #4. Genealogical Society of NJ, 1965.

2 Helen Martha Wright, Thomas Bowlby from Mansfield Woodhouse, Nottingham, County Derby, England to the Province of West Jersey, in America about 1727, Through One of his Lines to Ethel Ann Emory (Mrs. Wilbur F. Swett), San Francisco, California. Montclair, NJ., May 1954 - Arranged 1964, pp. 3-5 & 9; William A. Whitehead et al. (eds.). Archives of the State of New Jersey: Documents Relating to the Colonial, Revolutionary, and Post Revolutionary History of the State of New Jersey. First Series, 42 vols. Various Places: State of New Jersey, 1880-1949, of which vol. II, p. 54 for this note; and New Jersey Wills, file #2073C.

3 Wright, pp. 3-5.

4 New Jersey Archives, First Series, Vol II. p. 54, and New Jersey Wills, file #2073C.

5 Wright, pp. 5 & 6.

6 New Jersey Deeds, Liber C/page 459, Liber G-H/pages 310 & 363, Liber I-K/page 77, Liber L/page 240, and Liber W/page 346 (see two Liber G-H deeds for John Bowlby's move from Burlington to the what was then Greenwich Township in the Musconetcong Valley); West Jersey Proprietors Records, Survey Book N/page 153; and Hammond, Hunterdon...Sheet A.

7 D.H. Morrow (ed.), Traditions of Hunterdon County. Flemington, NJ: D.H. Morrow, 1957, (originally published as a series of articles by Jacob Magill entitled "Traditions of Our Ancestors" in the Hunterdon Republican in 1869-70), p. 85.

8 Ibid.

9 Sussex County Road Returns, Book A, page 192.

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- 10 James P. Snell (ed.), History of Warren and Sussex Counties, New Jersey. Philadelphia: Everts & Peck, 1881, pp. 567 & 726; Wright, p. 3; and New Jersey Deeds, Liber W/page 346.
- 11 Snell, History of Warren and Sussex...., pp. 566-67 & 726.
- 12 Hammond, Hunterdon....Sheet A, pp. 50-51; and New Jersey Deeds, Liber W/page 346.
- 13 Morrow, p. 86.
- 14 New Jersey Wills, file #3195.
- 15 N.J.A., XXXV, p. 54.
- 16 Sussex County Deeds, Book C/page 206; and Morrow, p. 85.
- 17 Wright, pp. 11 & 12.
- 18 Sussex County Road Returns, Book A, page 192.
- 19 Snell, History of Warren and Sussex...., p. 726; and Wright, pp. 12 & 13 and Annex 7.
- 20 Sussex County Inventories, Book D/page 360; and Hunterdon County Inventories, Book 6/page 181.
- 21 New Jersey Judiciary, Prerogative Court Records, Register 2, p. 190 & file.
- 22 Warren County Deeds, Book 4/page 426, Book 9/page 197, & Book 13/page 60; and Hunterdon Gazette, June 6, 1827.
- 23 Snell, History of Warren and Sussex...., p. 508; and James P. Snell (ed.), History of Hunterdon and Somerset Counties, New Jersey. Philadelphia: Everts & Peck, 1881, p. 450.
- 24 Warren County Deeds, Book 4/page 426 and Book 9/page 394.
- 25 Snell, History of Warren and Sussex...., p. 508.

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26 Thomas F. Gordon, A Gazetteer of the State of New Jersey, Trenton, Daniel Fenton, 1834, p. 161.

27 Warren County Deeds, Book 68/page 531; and "First Settlers in North New Jersey," Phillipsburg Daily Press, September 28, 1912.

28 Warren County Deeds, Book 9/pages 70 & 197, Book 13, pages 59 & 60, and Book 19/page 384.

29 Ibid., Book 19/page 384, Book 48/page 469, Book 29/page 229, and Book 36/page 14.

30 Snell, History of Warren and Sussex..., p. 720.

31 Warren County Deeds, Book 68/page 531, Book 85, page 181, and Book 97/page 116.

32 Snell, History of Warren and Sussex..., p. 720; and H. F. Walling, Map of Warren County, New Jersey, New York: Smith, Gallup & Co., 1860.

33 Snell, History of Hunterdon and Somerset..., p. 466; and Warren County Deeds, Book 105/page 92.

34 Warren County Deeds, Book 97/page 116; Henry Charlton Beck, "Riddle of Imlaydale remains despite letters from readers", The Sunday (Newark, N.J.) Star-Ledger. December 12, 1954; and United States Census, Washington Township, Warren County, New Jersey, 1870 & 1880.

35 F.W. Beers, County Atlas of Hunterdon, New Jersey, New York, F.W. Beers & Co., 1873, p. 67.

36 Warren County Deeds, Book 68/page 531.

37 United States Census, Products of Industry, Washington Township, Warren County, New Jersey, 1860 & 1870.

38 Peter Cramer Obituary, Belvidere Apollo, September 13, 1989.

39 Ibid; and Snell, History of Warren and Sussex..., pp. 717 & 720.

40 Warren County Wills, Book 7/page 620.

41 Warren County Deeds, Book 203/page 609 & Book 213/page 471.

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42 Washington Township Historical, Cultural & Heritage Commission,
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43 Twentieth Annual Report of the Commissioner of Public Roads For the
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44 Ibid., p. 113 & frontispiece photograph.

45 Twenty-first Annual Report of the Commissioner of Public Roads for
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46 Information supplied by the Warren County Engineer's Office.

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New Jersey Archives, State Library, Trenton, NJ
Judiciary Records, Prerogative Court Division
New Jersey Deeds
New Jersey Wills
West Jersey Proprietors Records, Survey

Sussex County Court House, Newton, NJ
Sussex County Deed Books
Sussex County Road Returns
Sussex County Will Books
Sussex County Inventory Books

Warren County Court House, Belvidere, NJ.
Warren County Deed Books
Warren County Road Returns
Warren County Will Books

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1850-1880
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1850-1880

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Verbal Boundary Description and Justification

The boundary of the Imlaydale Historic District is delineated on the attached map entitled "Imlaydale Historic District Site Location and Boundary Map", and is verbally described and justified in the following paragraphs. For the site and boundary map a base map entitled "Area Map in Washington Township, Warren County, New Jersey & Lebanon Township, Hunterdon County, New Jersey" prepared by Ettlinger & Ettlinger, P.C. and dated June 22, 1987 was used.

Beginning in Washington Township at the northwest corner of block 79, lot 7.02, which point is on the east side of State Route 31, the district boundary runs northeasterly in a straight line across block 79, lot 7 to a northeast corner of lot 7. Turning southeast it follows the northeast line of lot 7 to the municipal boundary between Washington and Lebanon Townships in the middle of the Musconetcong River and then proceeds southwestwardly along the municipal boundary down the middle of the river to the north corner of Lebanon Township tax block 72, lot 6.

The boundary then follows the northeast side of lot 6 the short distance to the northeast bank of the river. Turning southwestwardly it runs along the river bank, following the short branch around the island opposite the Imlaydale mill and jogging to include the abutments of the abandoned bridge (site #2), through Lebanon Township and Hampton Borough to a point a short distance beyond the Route 31 bridge which aligns with the straight continuation of the boundary line between lots 7.13 and 8 of block 74 in Washington Township on the other side of the river. At that point the boundary crosses the river into Washington Township and proceeds northwestwardly along the boundary line between lots 7.13 and 8 to the common corner of the two lots in Bryan Road. It then cuts across Bryan Road to the south corner of block 75, lot 6 and follows the southwest side of that lot to its west corner. The boundary then turns and runs along the northwest side of lot 6 and continues northeastwardly in a straight line across block 75, lot 5 and Route 31 to the east side of the highway. It then proceeds north along the east side of the highway which is also the west side of block 79, lot 7.02 to the northwest corner of that lot and the place of beginning.

The boundaries of the Imlaydale Historic District were delineated to include to the greatest extent possible the architectural and historical resources of the village, with not only the fewest non-contributing buildings but also with sufficient amounts of visually and historically critical open space.

On the southeast side of the district, the Musconetcong River forms an

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obvious physical boundary for the district as does Route 31 on its west side, except at the district's south corner where the boundary jogs to include the Presbyterian Church Parsonage (#1). North and south of the district along Route 31 are found scattered 20th-century commercial uses; southeast of the district are scattered mostly 20th-century single family dwellings, east of which is the 19th-century village of New Hampton. On the north side of the district the boundary was delineated to encompass a sufficient amount of the adjoining open farm land which is visually and historically linked to the hamlet and critical to the rural character of its setting, and also to include the entire hydrosystem of the mill which runs along the northwest bank of the river and the limekiln appurtenant to Imlaydale's farm.

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Photographic Identification

The following information is the same for all of the photographs submitted with the nomination.

Name:	Imlaydale Historic District
Location:	Washington Township, Warren County, NJ
Photographer:	Dennis Bertland
Date of photograph:	December 1989
Negative repository:	Bertland Associates, Box 11, Port Murray, NJ 07865

Photo #1 - Streetscape, Imlaydale Road
- east view

Photo #2 - Stewart-Cramer House (#7) and Imlaydale Mill (#9)
- east view

Photo #3 - Stewart-Cramer House (#7)
- north view

Photo #4 - Smoke house, Stewart-Cramer House property (#7)
- south view

Photo #5 - Peter Cramer House (#3)
- west view

Photo #6 - Carriage house, Peter Cramer House (#3)
- east view

Photo #7 - Site #s 4, 5, and 6
- north view

Photo #8 - Site #s 5 and 6
north view

Photo #9 - Site #8
- east view

Photo #10 - Imlaydale Mill (#9)
- east view

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Photo #11 - Mill dam and bridge abutment (#9)
- east view

Photo #12 - Tail race (#9)
- southwest view

Photo #13 - 1913 Bridge (#2)
- east view

Photo #14 - Valley Presbyterian Church Parsonage (#14)
- west view

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91000306 Date Listed: 3/27/91

Imlaydale Hist. District Warren New Jersey
Property Name: County: State:

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick W. Andrews

Signature of the Keeper

3/27/91

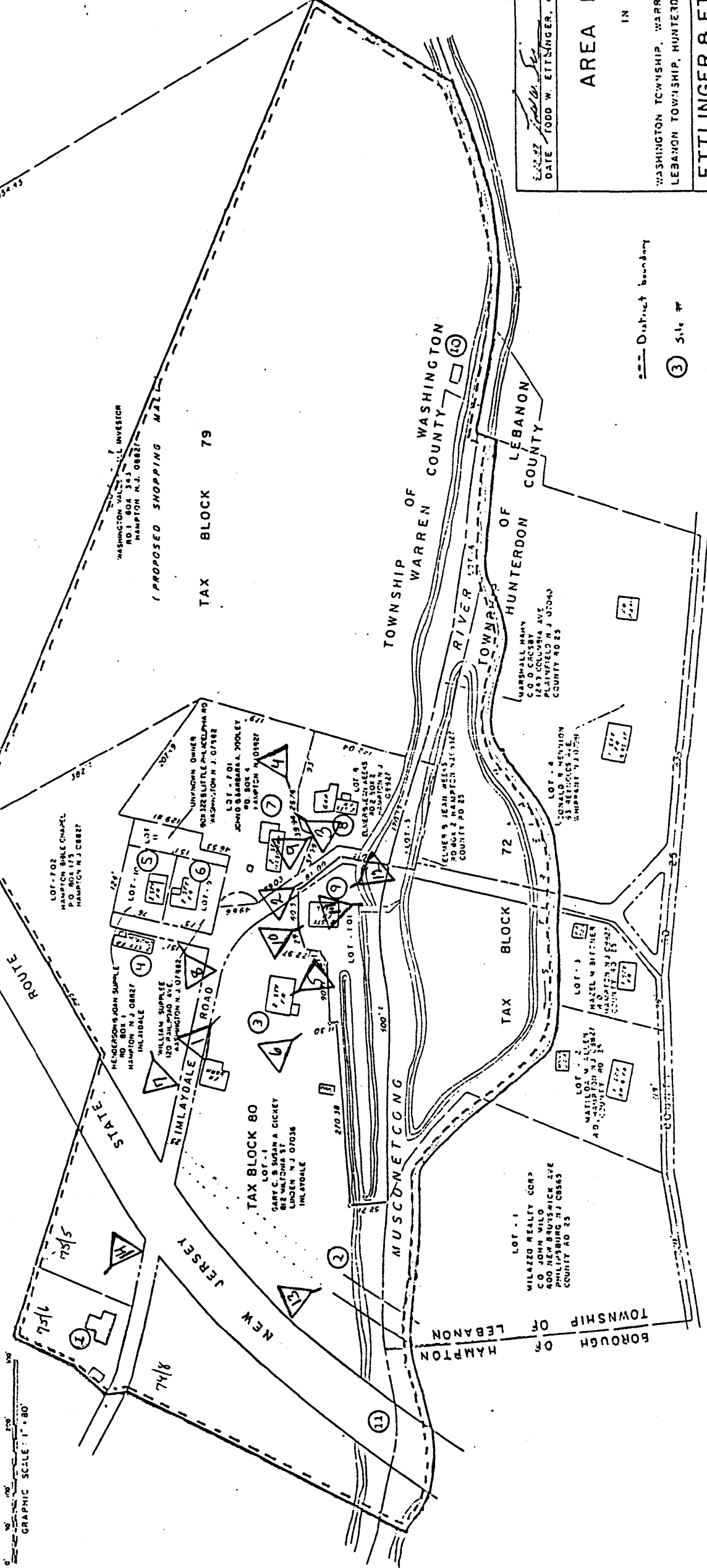
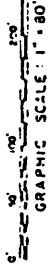
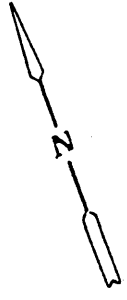
Date of Action

=====
Amended Items in Nomination:

The Peter Cramer House (inventory item #3, Section 7, page 4) was constructed in the 1850s (rather than in the 1950s as noted on the form). This was clarified by Sue Pringle of the New Jersey SHPO. The form is now officially amended to include this information.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)



== District boundary

③ 5.10

△ Photos

Washington Township, Warren County, NJ &
Lebanon Township & Hampton Borough, Hunterdon County, NJ

AREA MAP

7.

WASHINGTON TOWNSHIP, WARREN COUNTY, NEW JERSEY
LEAHUE TOWNSHIP, HUNTERDON COUNTY, NEW JERSEY

ETTLINGER & ETTLINGER, P.C.
SUCCESSION TO
NORTH, ALLISON & ETTLINGER
CONSULTING ENGINEERS & CITY SURVEYORS
42 RICHMOND TERRACE - ST. JAMES ISLAND, NC

 .3750 JMS 16(2)JMS
.0891
JMS 16(2)JMS .350 110-4105 073 AS 44 V 85

MORRIS CANAL

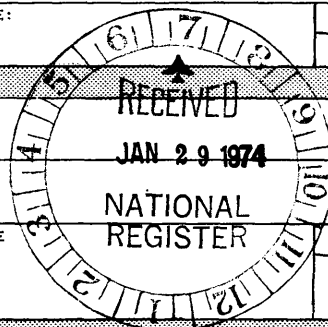
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:
New Jersey
COUNTY:
Multiple
FOR NPS USE ONLY
ENTRY DATE
OCT 1 1974

1. NAME			
COMMON:			
Morris Canal			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
Multiple			
CITY OR TOWN:		CONGRESSIONAL DISTRICT:	
		8th, 10th, 11th, 13th, 14th	
STATE	CODE	COUNTY:	CODE
New Jersey	34	Multiple	
3. CLASSIFICATION			
CATEGORY (Check One)		OWNERSHIP	STATUS
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
		Public Acquisition: <input type="checkbox"/> In Process <input checked="" type="checkbox"/> Being Considered in certain areas	ACCESSIBLE TO THE PUBLIC Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____ <input type="checkbox"/> Comments _____ _____ _____
4. OWNER OF PROPERTY			
OWNER'S NAME:			
Multiple			
STREET AND NUMBER:			
CITY OR TOWN:		STATE:	CODE
5. LOCATION OF LEGAL DESCRIPTION			
COURTHOUSE, REGISTRY OF DEEDS, ETC:			
See continuation sheet			
STREET AND NUMBER:			
CITY OR TOWN:		STATE:	CODE
6. REPRESENTATION IN EXISTING SURVEYS			
TITLE OF SURVEY:			
New Jersey Historic Sites Inventory (Morris Canal)			
DATE OF SURVEY: 1972 <input type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local			
DEPOSITORY FOR SURVEY RECORDS:			
Dept. of Environmental Protection, Historic Sites Section			
STREET AND NUMBER:			
Box 1420			
CITY OR TOWN:		STATE:	CODE
Trenton		New Jersey	34

SEE INSTRUCTIONS



STATE:
New Jersey
COUNTY:
Multiple
ENTRY NUMBER
OCT 1 1974
DATE
FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

When it was completed to Jersey City in 1836, the Morris Canal was 102.30 miles long, with a .67 mile long navigable feeder connecting Lake Hopatcong with the main canal at Landing. In 1837, a navigable 4.26 mile long feeder was added to conduct the impounded waters of Greenwood Lake into the main canal at Mountain View via the Pompton River. The river itself provided slack-water navigation for another 1.75 miles to the foot of Pompton Falls. In about 1845, a navigable spur, approximately .23 miles long, enabled boats to service the Stanhope Iron Works. Thus the total length of the Morris Canal can be set at 109.31 miles.

Water for the operation of the canal was impounded at Lake Hopatcong, Greenwood Lake, Stanhope Reservoir (now Lake Musconetcong), Green Pond, Cranberry Lake, Bear Pond, Waterloo Lake, and Saxton Falls. Many rivers and streams were taken into the canal as well; chief among them: the Lopatcong Creek, the Rockaway River, Beach Glen and Granny's Brooks, the Passaic, Pequannock, Ramapo, Wanaque, and Hackensack Rivers. The minor streams are too numerous to recount.

The canal had a total rise and fall of some 1674 feet between Jersey City and Phillipsburg. Only about 225 feet were overcome by ordinary lockage: 10 locks west, and 22 east, of the summit level at Lake Hopatcong. Except for the 18 foot lift of Lock # 17E at Newark, the locks averaged 10 feet of lift per lock. Two other locks served as guard locks. Five of the 22 locks east of the summit were tide locks, or outlet locks. All locks, with the exception of the tide locks, were constructed of stone with wooden gates. The tide locks, because of the corrosive action of salt water, were made entirely of wood.

The remaining 1450 feet of the canal's elevations were overcome by means of 23 inclined planes, averaging 63 feet of vertical lift each.

As first built, the canal held four feet of water in a prism 32 feet wide at the top and 29 feet wide at bottom. Locks 75 feet long, 9 feet wide passed boats of 16 to 18 tons burden. In 1840-41 locks were enlarged to 98 feet by 12 feet in order to pass boats of 45 tons burden, and planes, were correspondingly widened two feet. The plane machinery proved unable to handle that much weight, and section boats were brought into use by 1845. Separable at midships, these boats could be passed over the planes one section at a time. Time and water consumption were prohibitive, however, and plane machinery of a new, more powerful design was built, and the prism was enlarged to 40' x 25' x 5'. Thereafter, section boats of 65 to 75 tons burden could pass the planes in one piece, and in one operation. Locks were further lengthened, ultimately reaching about 90 feet.

The inclined planes originally used on the Morris Canal were of several types. Wet basins, or movable locks were among the first designs. Boats were floated into basins at top or

(cont.)

SEE INSTRUCTIONS

9. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|----------------------------------------|---------------------------------------|--------------------------------------------------|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

1830, 1836

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|-----------------------------------------|-------------------------------------------------|----------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input checked="" type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

STATEMENT OF SIGNIFICANCE

Transportation/ Engineering/ Industry.

The political independence gained by America in the Revolution could be maintained only by a country that was economically self-sufficient. Accordingly, far-sighted statesmen and financiers, among them George Washington and Alexander Hamilton, focused on the problems of establishing manufactories and improving transportation. The War of 1812, called by some the "Second War for Independence", reinforced the knowledge that this new nation must become a manufacturing one - particularly of iron goods.

New Jersey's Highlands were the repository of high quality ores, nowhere more generously distributed than in Morris County. Hundreds of mines, forges, and furnaces had had to shut down after the Revolution for want of fuel and markets, enjoying a brief but temporary revival during the War of 1812. Making charcoal, then the only known fuel capable of producing sufficient heat for the making of iron, had denuded most of northern New Jersey's woodland, as more and more acreage had fallen under the collier's axe.

The discovery of anthracite in northeastern Pennsylvania during the last decade of the 18th century was to herald a resurrection of the iron industries, particularly in New Jersey, where they had been such a vital part of the total economy. Once it had been demonstrated that anthracite was a fuel superior to charcoal in both performance and availability, it needed only to be proved more economical. What was needed was a method of transporting the coal, the iron ore, and the iron products subsequently produced by the combination of the two. By 1822, after reviewing the success of the still-unfinished Erie Canal in New York, the advent of the Lehigh Canal, and the promise of availability of fuel from Pennsylvania, plus the potential lucrativeness of the dormant New Jersey iron industries, George P. McCulloch of Morristown arrived at a plan for a coal-carrying canal that would successfully unite all those elements - cheaply.

Originally, McCulloch had thought to construct an artificial waterway using Lake Hopatcong as the sole source of water from the summit level east and west, and connecting the Passaic with the Musconetcong or Pequest Rivers, at points where those streams became (or could be made to be)

(cont.)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

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 Boyer, Charles. Forgotten Forges of New Jersey. 1939.
 Cullum, George W. Biographical Register of the Officers and Graduates of the U.S.M.A. 1868.
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 Goodrich, Carter, ed. Canals and American Economic Development. 1961.

(cont.)

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

See continuation sheets

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: not applicable

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
		Essex	013
		Hudson	017
		Morris	027
		Sussex	037

(cont.)

11. FORM PREPARED BY

NAME AND TITLE: Barbara Kalata, Historien --(minor revisions T. Karschner)	
ORGANIZATION Private Citizen -- (Dept. of Environmental Protection, Historic Sites Section)	DATE 10-10-1973
STREET AND NUMBER: 7 Pine Brook Rd. (Box 1420)	
CITY OR TOWN: Lincoln Park -- (Trenton)	STATE New Jersey
	CODE 34

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name

Richard J. Sullivan

Richard J. Sullivan

Title

Commissioner, Environmental
Protection

Date

November 26, 1973

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

U. R. Montuono
Director, Office of Archeology and Historic Preservation

Date

10/11/74

ATTEST:

Charles H. Montgomery
Keeper of The National Register

Date

7-18-74

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet) 1

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COUNTY Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
001	5/74

(Number all entries)

Morris Canal
New Jersey, Code: 34

5. Location of Legal Description (cont.)

Hall of Records, Newark, Essex County, New Jersey
Hall of Records, Jersey City, Hudson County, New Jersey
Hall of Records, Court Street, Morristown, Morris County, New Jersey
Hall of Records, Newton, New Jersey, Sussex County
Hall of Records, Belvidere, Warren County, New Jersey



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REGISTERNATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet)

2.

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Morris Canal
New Jersey, Code:34

7. Description (cont.)

bottom of the planes and made secure. Then, boat, basin, and all were transported over the plane atop a triangle-shaped frame set on 8 foot flanged wheels that rode on strap-iron rails laid over the graded slope. Motive power was water, it being let out of the upper level of the canal to turn a wooden water wheel alongside the plane. Wheels were 18 to 20 feet in diameter, according to one early report, and were most likely of the overshot type. Having done its work, the water returned to the canal at the lower level. Once a standardized design had been adopted (c. 1835), all planes were of the above lock-type. By 1861, they were all converted to summit types.

The summit types planes in use at the time of the abandonment of the canal were put into play beginning in 1848. The design was radically different in that it put the water wheel - cast iron, not wood- in a pit about 30 to 50 feet underground. The 12- foot diameter turbines had four arms at their outer edges, ending in openings $15\frac{1}{2}$ inches high by $3\frac{1}{2}$ inches wide, through which the working water exited into a tailrace culvert to be carried back into the canal at the lower level. The force of the exiting water forced the wheel to revolve, in turn rotating a drive shaft which terminated in a clutch mechanism above ground, in a sort of control house, or tower. From the tower the plane tender had an overall, unobstructed view of the plane, plus control over the machinery and the water which operated it.

The average grade of a plane was 10%, or one foot lift for every ten feet. The slope was laid with parallel rows of large flat stones, or sleepers, embedded in the ground and chiseled level to receive 6" x 8" wooden stringers which were spiked in place. Atop the longitudinal stringers were rails (introduced in in the 1860's) laid $12'4\frac{1}{2}"$ from center to center. The rails themselves were $3\frac{1}{8}"$ broad at top, $3\frac{1}{2}"$ high, and weighed 76 pounds to the yard. The tracks ran a short distance along the bottom of the canal at the foot and the top of the plane, terminating at sheaf wheels, laid horizontally in the canal bed and totally submerged. These wheels guided $2\frac{1}{2}"$ twisted wire cable which was attached to both ends of a cradle car and to a 12-foot winding or cable drum in the control house.

The winding drum had a continuous spiral groove of 3" pitch in its periphery. The cable ends were fastened at opposite ends of the drum so that as one end of the cable wound, the other unwound. Passing around the sheaves at top and bottom of the plane, while winding and unwinding around the drum, the cable pulled up or let down boats that were passing the plane. The motions were reversible by means of a

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(Continuation Sheet)

3.

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Morris Canal
New Jersey, Code:34

7. Description (cont.)

clutch mechanism on the drive shaft in the control tower.

The cradle cars, like the canal boats, were hinged in the middle so that they could negotiate the summit of the planes, the summit being that 18 inch mound of dirt at the top of the plane which kept the water in the upper level of the canal from running out. Each section of the car had eight double-flanged wheels which rode on the plane tracks. Each car was equipped with brakes in case of mishap.

Passage over the inclines was accomplished in an average 8 minutes. While the average for a 10-foot lift by lock was also eight minutes, the average lift per plane was 63 feet in the same time. The value and superiority of planes over locks in time and water consumption is clear in comparison.

The Canal Company built and maintained some 140 highway and road bridges over the canal, as well as 3 foot and 3 change bridges. Many other bridges were built by municipal, state, or even private agencies, but always in accordance with Canal Company specifications.

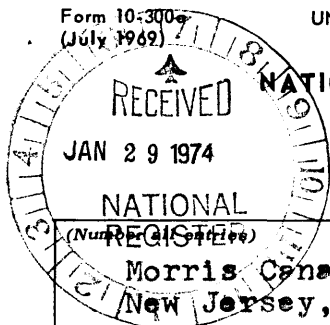
The eastern terminus of the canal was at Hudson and Green Streets, Jersey City, on the Hudson River, opposite Manhattan. Entering through Lock #22E, boats roughly followed the shoreline of old Communipaw Cove, going southward to the Bayonne-Jersey City border. The canal turned at about 42nd Street - so sharply that the spot became known as "Fiddler's Elbow" because the canal resembled the bent arm of a fiddler about to play. Heading northwest, the canal reached Newark Bay, which it followed to William Street, where a basin and Lock #21E were located just south of the old Newark Plank Road and Communipaw Avenue.

Beyond Lock 21E the canal entered the Hackensack River, crossed South Kearney, then crossed the Passaic River. Boats were towed cross-current, first by mule and cable ferry, later by steam tug.

In Newark, the canal began with Lock #20E, at the foot of present-day Raymond Boulevard. About 1000 feet westward, near Blanchard Street, was Lock #19E. Then, beyond Market and Canal Streets, the canal sent a branch or spur directly into the Passaic River, where Lock #18E gave boats access to the city's docks.

The main canal continued westward through Lock #17E, an 18-foot lift lock, and went underground, as the floor of Center Market, built in the space above the canal (1858), formed an 1100-foot tunnel from Mulberry Street to Broad. The canal then crossed Halsey, Washington, and Plane Streets to the foot of Plane #12E. At High Street, from the head of the

(cont.)

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INVENTORY - NOMINATION FORM

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7. Description* (cont.)

plane, the canal coursed northwestward to Lock and Searing Sts., the location of Lock #16E. Then, heading north, the canal skirted the west side of Branch Brook Park and paralleled the Second River, which it crossed by aqueduct, to arrive at Lock #15E, near Howe Street, Bloomfield.

A mile beyond lay Plane #11E, near East Passiac Avenue and Hoover Avenue. From the head of this plane, the canal began its longest level of $17\frac{1}{2}$ miles, on which no planes or locks interrupted navigation. Beyond the Oakes' Pond and Mill the canal crossed Third River by aqueduct, and ran parallel to that stream through the Brookdale section of Bloomfield.

Following the Orange Mountains through Clifton, the canal route was more-or-less that of Bored Street, then Marshall Street, into Paterson. Both the canal and the Delaware-Lackawanna Railroad rounded Garret Mountain on the way to West Paterson, roughly in the path of present-day Route 80, half-way up the mountain. Intersecting Route 46 at Browertown Road, the canal coursed into Little Falls, crossing over the Peckamin River aqueduct about $\frac{1}{2}$ -mile south of Main Street. Then, on the canal's most impressive structure, 60 feet above the water, the canal crossed the Passaic River on the brownstone arch known as the Little Falls Aqueduct.

Between Little Falls and the Mountain View section of Wayne, the canal crossed Singac Brook (Preakness Brook) on another, but much less impressive, aqueduct. About $2\frac{1}{2}$ miles to the northwest lay Mead's Basin, (present-day Mountain View), where the canal went under Route 23 at its intersection with Route 202. About 250 yards beyond Mead's Basin lay the entrance to the Pompton Feeder, a 4.26-mile long branch of the canal which enabled boats to navigate as far as Pompton Falls. The main canal continued through a cantilevered DL&W Railroad bridge to cross the Pompton River on the system's longest aqueduct, to arrive in Lincoln Park.

Following Route 202 (Boonton Road, Lincoln Park), the canal's $17\frac{1}{2}$ -mile level ended at Lock #14E, near Ryerson Road, about a mile beyond the Pompton River. Still another mile to the west, the canal intersected the town of Lincoln Park at Main and Beaver Brook Road. Then, continuing westward for another mile, the canal climbed Plane #10E at the Lincoln Park-Towaco border.

Still following Route 202, the canal entered Montville. It exited the town by means of Plane #9E which intersected Route 202 at River Road, and Plane #8E which intersected Route 287, near present-day Myrtle Avenue exit. Here the canal arrived at the level of the town of Boonton.

(cont.)

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Morris Canal

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7. Description (cont.)

Near Maple and Main Streets, Boonton, lay Lock #13E. Then, making a sharp turn to the west and departing from Route 202, the canal climbed Plane #7E on the south side of Main Street, then locked through Lock #12E. Beyond a 1-mile level, the canal locked through #11E into the Rockaway River at Powerville Basin. Here, mules walked across a wooden towpath bridge, towing boats across the river current to Lock #10E and, 400 feet beyond, Lock #9E. Coursing through the Rockaway Valley, the canal again crossed the Rockaway River on the Denville Aqueduct, 1000 feet east of Diamond Spring Road near its intersection with the Denville-Boonton Road. At Diamond Spring Road was Lock #8E, which began a level terminating at Rockaway. Crossing Beaver Brook near Beach Street, north of Main Street, via aqueduct, the canal then made its way up Plane #6E in the center of Rockaway. At the head of the plane, beyond the basin, the canal followed North Main Street out of town and into Dover, crossing Route 46 beyond the present-day Shop Rite.

Roughly paralleling Route 46, the canal entered Dover Basin, located where Dover Common is today. Then, by means of five locks (#s 7, 6, 5, 4, and 3 East), it passed through Dover via Bassett Highway and Princeton Avenue. Crossing Route 46 again, the canal turned northwestward toward Wharton and Plane #5E, then Lock #2E and, about 1½ miles farther, Plane #4E. Following Dewey Avenue, the canal then made its way past Hercules Powder Works, passed through Kenil, crossing Route 46 once more, and made for Lock #1E, about 200 feet east of the Ledgewood Circle (Routes 10 and 46). Passing under Route 10, the canal paralleled Ledgewood's Main and Canal Streets to the foot of Plane #3E. At the head of that plane lay Ledgewood Basin and Plane #2E. Once more passing under Route 46, the canal took a sharp northerly turn to Plane #1E at Shippenport (present-day Landing).

At Landing, from the head of Plane #1E, the canal had reached the summit level, within ½ mile of Brooklyn Lock into Lake Hopatcong. Here, a navigable feeder leading to and from the lake enabled boats to use the lake as far as Woodport. The main canal, however, continued along Centre Street, Port Morris, and on to Plane #1W.

Port Morris Plane lowered boats to Lake Musconetcong, where the canal entered the lake and crossed it by means of a narrow strip of land barely elevated above the water's level. Boats were conveyed thus to Lock #1W at the westernmost end of the lake. About ½ mile beyond the lock was a short spur known locally as the "Furnace Slip", or Singer Spur, which turned south off the main canal to service industries located on the spur. The main canal continued down Plane #2W along Plane Street, then crossed the Musconetcong River into a 1½ mile level which brought the canal to Lock #2W.

(cont.)

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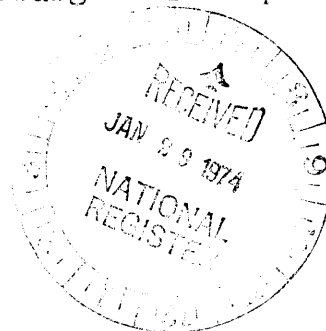
Morris Canal
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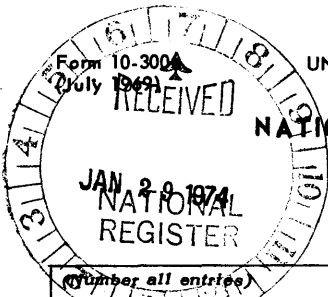
7. Description (cont.)

Beyond the lock, and through another railroad lift bridge, the canal passed about 1 mile to Plane #3W. Plane #4W lay another 3/4-mile farther, and here the canal was lowered into Waterloo Basin, or Lake.

At the westernmost point of the basin lay Lock #3W, which locked boats through into the 2-mile level. The canal then entered Saxton Lake through Lock #4W, and left it at Lock #5W. Then, making a wide sweep to follow the Allamuchy Mountain, the canal began an 11 mile level that took it through Hackettstown and Rockport, and Port Murray, to Plane #5W. Then the course was southwesterly to Plane #6W and Lock #6W at Port Colden. From Port Colden, the canal continued southwestward into Washington, beyond which lay Plane #7W. From there, the waterway would follow Route 57, crossing the Pohatcong, Brass Castle, and Broadway Creeks by aqueduct, and make its way to Lock #7W at New Village.

Crossing Route 57 at that point, the canal remained south of the highway for the remainder of the route - about seven more miles. Just beyond New Village, and west of it, lay Stewartsville and Plane #8W. Another 1 1/2 miles brought the canal to Plane #9W, and still another 2 miles, to Plane #10W. The canal both crossed and absorbed the Lopatcong Creek at both those places. Lock #8W lay about 1/2 mile farther, where the Greensbridge Section of Phillipsburg began. Then, turning north-northwest, the canal passed quickly through Lock #9W and Lock #10W to follow the Delaware River for about 2 1/2 miles. At Port Delaware, the basin and Plane #11W marked the western terminal of the canal at Phillipsburg as it emptied into the Delaware River.





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Morris Canal
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7. Description (cont.)

Present Condition of the Morris Canal

The eastern terminus of the canal at Hudson and Green Streets, on the Hudson River in Jersey City, is still in evidence. In addition to the existence of the Little Basin, there is the Big Basin, of a later date, alongside the Jersey Central Railroad Terminal in Jersey City.

From this point to Paterson there is little surface evidence of the Morris Canal, except for a small section between Clifton and Bloomfield. This does not eliminate the possibility that segments of the canal exist in this heavily urbanized area of New Jersey. Recent highway development and private quarrying has indicated that the canal was covered over by urban development, but not destroyed.

At Little Falls in Essex County there are ruins of the overflow at Browertown Road. Water ran off this stone overflow into the stream below when the canal water level was excessively high. This section is currently being replaced by a cement culvert.

Northwest of Little Falls at the intersection of Routes 202 and 23 in Wayne is the Isaac Mead Canal Store. This 2½ story frame building, circa 1830, is one of the very few canal store left along the canal and possibly the oldest. It is located at Mead's Basin. Also at the Basin is a Smithy, a 2½ story brick building, located immediately alongside the Route 23 overpass of Route 202.

Through Morris County the canal prism is well defined, although a new highway threatens the canal bed from Lincoln Park to Montville.

In Towaco on Route 202, at Alpine Road is a 2½ story frame building with exposed cellar. This house, reputed to have been a canal store or hotel, was at the head of Plane 10E. Also in Towaco is a section of the canal prism still filled with water (now known as Dorsey's Pond).

In Montville at Emery Road Plane 9E is in evidence. This plane has one of the few pieces of plane track left anywhere on the canal system. The grade of the plane, some stonework, and a few stone sleepers are present. There is also a plane tender's house at Emery Road for Plane 9E.

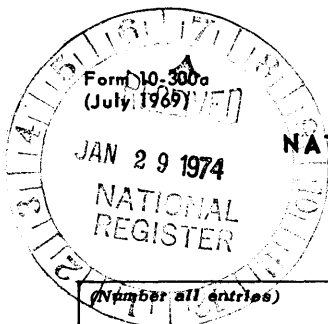
Plane 8E is very badly overgrown, but from a bad vantage point the bridge and tail race are visible. The culvert arch of the wheel pit is in good condition. This section is a fine specimen of canal masonry.

Boonton still has the canal bank support, the stone sleepers, and the stone retaining wall from Plane 7E. The plane slope is clearly discernable as is the canal prism.

At the Powerville Basin the stone work of Lock 11E is currently visible. The canal bed is discernable, but several houses are built in the bed. Across the Rockaway River is Lock 10E, perhaps buried under the fill.

The canal prism from Denville to Boonton is clearly visible. The tow path also exists. Lock 8E at Denville also exists. The aqueduct is

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7. Description (cont.)

still intact, but the original stone-work has been cemented over. Near the lock is a tender's house; a 2½ story frame building, circa 1830, typical of early canal buildings. The house may also have been a store.

Plane 6E at Rockaway has been paved over and only the grade of the plane can be discerned. Two aqueducts are still there. Sections of the canal prism are still there.

The city of Dover had five locks, but none exist today. Only a small section of the canal bed and tow path are recognizable in Dover.

Of Plane 5E in Wharton there is nothing left on the surface.

Recent salvage excavation by a wrecking company has partially exposed the stone-vaulted wheel pit of Plane 4E which housed the water wheel. This area, however, is privately owned and will soon be destroyed.

Lock 1E at Ledgewood has been filled in, but the fill has settled, exposing the stone walls of the lock.

Plane 2E in Ledgewood is in excellent, if overgrown, state of preservation. The plane is nearly completely intact with a double row of stone sleepers, canal walls, wheel-pit, and several canal-related buildings. Ledgewood hopes to eventually incorporate this section of the canal into a park.

The Shippenport Plane is in good condition with clear evidences of the stone aqueduct, or tail race, the prism, and the basin.

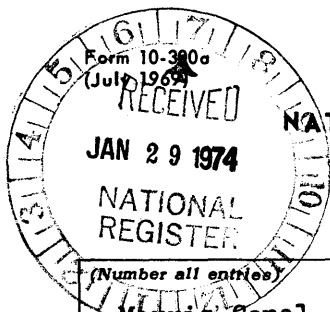
At Lake Hopatcong (Landing), the summit of the Morris Canal, there is one of the few remaining gatekeeper's houses. This 2½ story house was built around 1830 of fieldstone and is typical of canal houses of the period. The canal itself at Lake Hopatcong is in good condition and hopes are high that eventually the canal bed be again filled with water to the Musconetcong River. At Lake Hopatcong State Park there is on display one of the original Scotch Turbines which operated the plane machinery.

From Lake Hopatcong to the eastern part of Phillipsburg the canal bed is easily distinguishable and it is physically possible to walk along the bed (Several private homeowners frown on it, however.).

The Port Morris Plane (1W) has the plane track sleepers; double rows intact for a short distance. There is also some plane cable at the site. The site has been built upon and sections were destroyed by a sewage pipe across the foot of the plane.

Lock 1W at Stanhope was filled in, but the coping stones are visible through the grass. The canal spur at Stanhope is recognizable. The canal prism is still filled with water. The stop gate and water gate are in good shape. At the foot of Plane Street is a canal building, reputed to be one of Stanhope's oldest homes. Traditional accounts state that the 1½ story frame building with an exposed stone cellar, was built around 1750. Perhaps the foundation pre-dates the Revolution, but the building appears to have been built in the second quarter of the 19th century. Since the house was

(cont.)



UNITED STATES DEPARTMENT OF THE INTERIOR
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(Continuation Sheet) 9.

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Morris Canal
New Jersey, Code: 34

7. Description (cont.)

a boatman's stop, it became also a hotel.

The Waterloo Lock (3W) is in good condition, but incomplete. The walls are still present, but the gates are missing, as is the bridge over the tail race at the end, or foot, of the lock. Plane 4W at Waterloo, at the opposite end of the Waterloo Lake (Basin) is quite evident, if overgrown.

The Saxton Falls Lock (5W) and prism are almost completely intact and in good condition, although some recent repairs have covered parts of the original mason work.

At Rockport is a well preserved portion of the canal prism still filled with water.

There is a water wheel pit at Plane 5W in Port Murray. This plane has enormous potential pending industrial archeological work. The rest of the canal in Port Murray has remains of the towpath and the basin.

Little exists on the surface for Plane 6W.

Of Lock 6W at Port Colden there still exists the Lock Tender's house. It is a $1\frac{1}{2}$ story frame rectangular building covered with modern asbestos shingles. The house is deteriorating.

The grade of Plane 7W, at Bowerstown, is paved over by Route 57. The aqueduct, however, which originally carried the plane over the creek is still present, now carrying the highway over the creek. The aqueduct is an excellent example of canal mason's work.

Lock 7W at New Village is in ruins.

Plane 8W is unrecognizable except for the grade of the slope. Presently used for agriculture.

Plane 9W, the longest and highest inclined plane on the Morris Canal, is flanked on either side by trees, clearly marking the canal path. The owner, a canal fan, has recently excavated the plane house wheel pit to reveal the turbine which operated the plane machinery. There is also a plane tender's house near the top of the rise.

Plane 10W can still be easily distinguished as a canal plane. The stone sleepers (only one row, though), tar drippings, the wheel pit adit, and the tail race exit into Lopatcong Brook are still very much in evidence. The summit, unfortunately, has been leveled somewhat.

Lock 8W is currently a road, but the Lock Tender's House is still standing. The house, built circa 1835, is a $1\frac{1}{2}$ story rectangular frame building typical of the canal houses of that period. Except for two 20th century dormers, the house is essentially as it was originally built.

Locks 9W and 10W in Phillipsburg are also paved over and no evidence of the two locks are visible.

The slope of Plane 11W out of the Delaware River is still visible and basically intact. Much of the brownstone wall of the Lehigh Valley Railroad bridge abutment straddling the plane is intact.

NATIONAL REGISTER OF HISTORIC PLACES

INVENTORY - NOMINATION FORM

Morris Canal

New Jersey, Code: 34
(Continuation Sheet)

10.

STATE New Jersey	
COUNTY Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE OCT 1 1974

(Number all entries)

8. Significance (cont.)

navigable. However, preliminary surveys conducted during 1823 indicated a somewhat different and better route for the canal. Moreover, pressures exerted by various capitalists, whose support for the canal depended upon its servicing of their particular industries, further modified the shape, direction, and location of the waterway. Consequently, as it was finally mapped, the canal was to connect Easton, Pennsylvania with Newark, passing through Warren, parts of Sussex, Morris, Passaic, Essex, and Hudson Counties. Thus, coal could be brought directly from the anthracite fields to the Sussex, Warren, and Morris County iron mines and forges for smelting. Then, coal, plus the pig or bar iron, would be floated to Dover, Rockaway, Boonton, and Paterson for manufacturing. The finished products, plus coal, would then be shipped to tidewater and the waiting markets at Newark and beyond.

After considerable advertising and lobbying, McCulloch and his supporters were successful in obtaining a charter for a private corporation, and the Morris Canal and Banking Company came into existence on December 31, 1824. By July, 1825, enough stock had been sold to finance construction, and in October, ¹⁸²⁷official ground-breaking ceremonies were held at Lake Hopatcong, the summit level and principal reservoir.

That summit level was found to be 914 feet above sea-level, and some 760 feet above the mouth of the Lehigh River, the source of coal shipments. Making a canal to ascend and descend this height in less than 100 miles was beyond the economical capacity of ordinary lockage. As a result, the use of water-powered inclined planes was adopted, based upon principles laid down by Robert Fulton and others, then in use on various canals in England and Europe. The incline plane was a short stretch of railroad, built to connect an upper and a lower level of canal that was interrupted by the intervening elevation of the terrain. Unique to this country, the Morris Canal's planes are the basis for its lasting fame in engineering annals and canal histories.

The Morris Canal's inclined planes provided an ideal training ground for a number of engineers who later used the experience gained on them to go on to help build many of the nation's early railroads which would subsequently replace canals. In 1831, Ephraim Beach, the first of the Morris Canal's chief engineers, surveyed the route of the Susquehanna and Delaware Railroad, which was later incorporated into the Delaware, Lackawanna, and Western system. In 1832 he surveyed the route of the New Jersey Railroad and Transportation Company's road, and served briefly as its chief engineer. By 1835 he was employed by the Morris and Essex Railroad to map out its path, and still later, laid out the extension of that road to Dover. He died, just short of the age of 74, while surveying for the Catskill and Canajoharie road.

(cont.)

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

11.

STATE New Jersey	
COUNTY Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
0611	1974

Morris Canal
New Jersey, Code:34

8. Significance (cont.)

Lorenzo A. Sykes and Roswell B. Mason, both Morris Canal engineers, served on the New Jersey Railroad, Sykes becoming its chief engineer after Mason left that post to distinguish himself as the dynamic chief of construction of the Illinois Central.

Ephraim Morris, designer and builder of Bloomfield's first experimental plane, served as chief engineer of the planes of the Morris Canal. Later, in 1838, he was granted the first United States patent for a railroad braking mechanism. Morris also invented a mud dredger that was used by the Morris, the Delaware and Hudson, and the Pennsylvania Canals, and by the Pennsylvania Railroad. Another of his inventions was the automatic weighing machine that weighed coal while in the holds of canal boats.

Moreover, many of the Morris Canal's first engineers were men enrolled at or graduates from the United States Military Academy at West Point. For the half century following the War of 1812, the services of the Army Corps of Engineers had been solicited for the development of internal improvements. The contributions of those men cannot be overstated. During that half century, a handful of free and independent states became welded into a nation, with full continental status, united by a system of transportation, a system which was largely the contribution of the Army Engineers. The part played by the Morris Canal in the development of the nation must also be recognized, if only by virtue of its participation in the training of the men of West Point.

Whereas the military sciences and skills were taught at the Point, it was in the field, on the nation's early roads, canals, and railroads that the lessons of civil engineering were learned. West Point training was supplemented by practical knowledge of civil engineering that was gained through experience on large public works. The Morris Canal was such a work.

Major David Bates Douglass resigned his post as head of the Department of Civil and Military Engineering at West Point in 1831. He had already served for more than a year as Chief Engineer of the Planes on the Morris Canal. After leaving that position he returned to teaching engineering and architecture, but not before he had made a substantial contribution to the design of the canal planes. Later, he assumed the presidency of Kenyon College, then a professorship at Geneva College, New York, where he died in 1849.

Another prominent West Point man, Daniel Tyler, resigned

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

12.

STATE New Jersey	
COUNTY Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE OCT 1 1974

(Number all entries)

Morris Canal
New Jersey, Code:34

8. Significance (cont.)

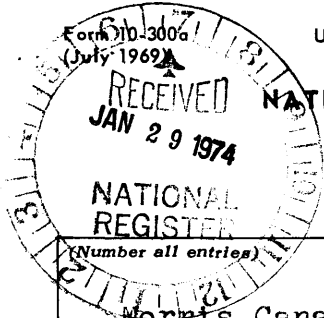
the Army in 1834 to become a working civil engineer. Later he became president of a Pennsylvania iron and coal company, for which he built what is reputed to have been the first coke hot-blast furnace in America. Then, in 1840, Tyler took over as head of the bankrupt and unfinished Norwich and Worcester Railroad. By the time he left that position the road had not only been completed, but was extended to connect with New York City, and had been brought back beyond solvency to prosperity. Having established his reputation as a competent railroad manager as well as an able engineer, he was made president of the Morris Canal and Banking Company in 1844.

Tyler's job was to enlarge the canal so that it could compete successfully with the larger anthracite-carrying canals of New Jersey, New York, and Pennsylvania. The plan was to widen the prism of the canal, and deepen it, so that larger boats could navigate the waterway. Tyler was to redesign and rebuild the inclined planes so that they, too, could handle heavier traffic. His contribution to the Morris Canal lies in the introduction of cast-iron plane machinery to replace the former wooden works. After successfully rebuilding two planes, and having begun a third, Tyler left the canal to assume presidency of the Macon and Western Railroad.

Aside from helping to bring about a revolution in American technical education and in transportation, the Morris Canal was effective in creating demographic and industrial explosions. By delivering coal and iron to Dover, Boonton, Paterson, and other towns along the canal route, those places experienced growth that would not otherwise have been probable at that point in time. In point of fact, Paterson, with the coal and iron delivered by canal became the world's largest producer of locomotives during the 1860's, surpassing even the Philadelphia Baldwin Works. Paterson also became a leading manufacturer of heavy textile machinery and of bridge-building materials.

Newark, before the advent of the Morris Canal, was a minor town known locally as "the swamp". It was a leather tanning community, located at the mouth of the Passaic River in order to take advantage of the then pure water. Almost overnight, Newark became both a city and a port of entry, so that by 1836, it was fair to say that the canal had made Newark out of a swamp.

Paulus Hook, before the canal's extension from Newark to the Hudson River, had been a mere farm community, distinguished because of the location of Robert Fulton's forge and river ferry there. With the construction of the canal basin



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

13.

STATE New Jersey	
COUNTY Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	OCT 1 1974

Morris Canal
New Jersey, Code: 34

8. Significance (cont.)

opposite Courtland Street, New York, industry and shipping were attracted to the town to such an extent and degree that the town suddenly became Jersey City. Like Newark, Jersey City also became a city and port of entry overnight. Its harbor facilities and geographical location then enabled Jersey City to rival New York.

As for New York, it is fair to state that with the canal's delivery of coal for industry, domestic use, and illumination, not to mention steam-powered vessels and locomotives, New York City was given incalculable impetus to industrial, commercial, and demographic supremacy.

The Morris Canal did not only help New York and New Jersey in their rapid rise to prosperity and prominence. Deliveries of Morris and Sussex County ores via the canal to various iron works located along the Lehigh River helped to bring into existence some of the nation's largest iron and steel manufacturers. One of those giants survives in the form of Bethlehem Steel, which, when it was receiving ores by means of the Morris Canal, was the Bethlehem Iron Company.

The Morris Canal and Banking Company began to fail soon after the Civil War. By the turn of the 20th century it was barely operating as a canal and in the 1920's it was disbanded and drained. Extensive development and use of the railroads were the main cause of the canal's decay. In short, the railway was so much more economical and convenient for transporting industrial materials.

Noteworthy, however, was the fact that the communities created by the Morris Canal were much too important to the industrial development of the east to be disregarded. Thus, the railroad constructed tracks nearly parallel to the canal, and, consequently, further insuring the canal's ruin.

The real significance of the Morris Canal lay in this historical background. Before the Appalachians had been overcome by rail; before the pneumatic tire; before petroleum; before bituminous-based coke for making steel; before the discovery of the Mesabi and Vermilion iron ore ranges; before Bessemer - there was Pennsylvania anthracite; there was New Jersey iron ore; and there was the Morris Canal - which in a very real sense helped make all else possible.

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

14.

STATE New Jersey	
COUNTY Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE OCT 1 1974

(Number all entries)

Morris Canal
New Jersey, Code:34

9. Bibliography (cont.)

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Documentary Collection of George W. Keppler, Author and
Historian (1896-1947). Collection owned by Barbara
Kelata.

Verbal information supplied by:

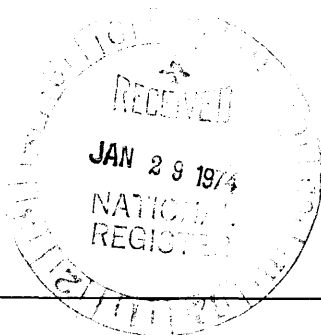
Walter Apostolik, Sunset Terrace, Mount Arlington, NJ.
Robert R. Goller, 257 River Drive, East Paterson, NJ.
James Lee, Stewartsville, NJ.
Joseph Lum, 727 Centre Street, Easton, Pa. age: 97
Peter Wendt. 159 Lake Avenue, Boonton, NJ age: 70+

Edward T. Francis, Researcher, Railroad and Locomotives Historical
Society, Livingston, NJ

10. Geographical Data (cont.)

County:

Warren, Code: 041



**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet) 15.

STATE New Jersey	
COUNTY Multiple	
FOR NPS USE ONLY	
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	OCT 1 1974

(Number all entries)

Morris Canal
New Jersey, Code: 34

10. Geographical Data

Square #1 - Phillipsburg.

	Latitude	Longitude
NW	40°41'40"	75°07'31"
NE	40°41'40"	75°12'06"
SE	40°40'35"	75°12'06"
SW	40°40'35"	75°07'31"

Square #2 - Broadway.

	Latitude	Longitude
NW	40°46'20"	75°00'00"
NE	40°46'00"	74°59'45"
SE	40°41'30"	75°07'31"
SW	40°41'47"	75°07'45"

Square #3 - Port Colden.

	Latitude	Longitude
NW	40°46'28" 17	75°00'00"
NE	40°46'28" 17	74°56'00"
SE	40°45'40" 42	74°56'00"
SW	40°45'40" 42	75°00'00"

Square #4 - Hackettstown.

	Latitude	Longitude
NW	40°53'29"	74°48'25"
NE	40°53'03"	74°47'48"
SE	40°45'57"	74°55'37"
SW	40°46'25"	74°56'14"

Square #5 - Atlas Sheet #25.

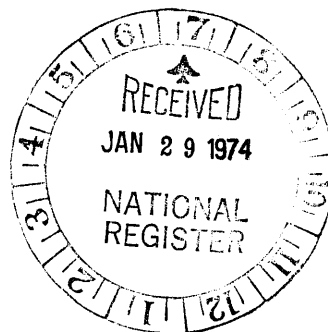
	Latitude	Longitude
NW	40°55'37"	74°48'00"
NE	40°55'37"	74°12'00"
SE	40°52'35"	74°12'00"
SW	40°52'35"	74°48'00"

Square #6 - Clifton.

	Latitude	Longitude
NW	40°54'32"	74°12'00"
NE	40°54'32"	74°10'00"
SE	40°44'00"	74°10'00"
SW	40°44'00"	74°12'00"

Square #7 - East Ferry Street.

(cont.)



**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet) 16.

STATE	
New Jersey	
COUNTY	
Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
OCT 1	1974

(Number all entries)

Morris Canal
New Jersey, Code: 34

10. Geographical Data (cont.)

Square #7 - East Ferry Street (cont.)

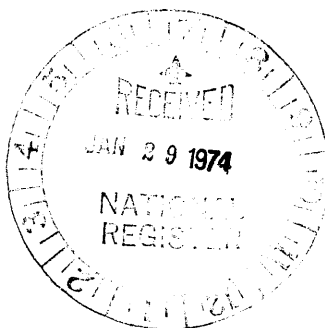
	Latitude	Longitude
NW	40°44'08"	74°10'00"
NE	40°44'08"	74°06'00"
SE	40°43'35"	74°06'00"
SW	40°43'35"	74°10'00"

Square #8 - Greenville.

	Latitude	Longitude
NW	40°44'00"	74°06'15"
NE	40°44'00"	74°05'33"
SE	40°40'53"	74°05'33"
SW	40°40'53"	74°06'15"

Square #9 - Lafayette.

	Latitude	Longitude
NW	40°43'27"	74°02'34" 32
NE	40°42'35"	74°01'56"
SE	40°41'10"	74°05'33"
SW	40°42'07"	74°06'07"



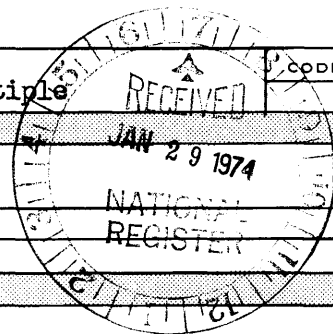
**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

(Type all entries - attach to or enclose with map)

STATE New Jersey	
COUNTY MWS Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER OCT 1 1974	DATE

SEE INSTRUCTIONS

1. NAME			
COMMON: Morris Canal			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER:			
CITY OR TOWN:			
STATE: New Jersey	CODE 34	COUNTY: Multiple	CODE
3. MAP REFERENCE			
SOURCE: Rand McNally and Company, New York			
SCALE: 1 inch equals approximately 7 miles			
DATE: 1921			
4. REQUIREMENTS			
TO BE INCLUDED ON ALL MAPS			
1. Property boundaries where required.		General map of the Morris Canal	
2. North arrow.			
3. Latitude and longitude reference.			



This is a detailed map of the Morris Canal and its surrounding areas in New Jersey and New York. The map shows the canal's route from the Delaware River to the Hudson River, passing through various towns and counties including Essex, Morris, and Passaic. It also includes a profile of the canal, a scale in miles, and a date stamp from 1974.

Map Features:

- Geographic Labels:** NEWARK BAY, JERSEY CITY, LEHIGH VALLEY TERMINAL, BIG BASIN, LITTLE BASIN, DELAWARE RIVER, PASSAIC RIVER, HUDSON RIVER, MORRIS CANAL, MORRIS PLAINS, MORRISTOWN, ROCKAWAY, HIBERNIA, WELDON, EDISON, FRANKLIN, AUGUSTA, BRANCHVILLE, WEST MILFORD, BOARDVILLE, DARLINGTON, RAMAPO, THIELLS, SPRING VALLEY, WALDWICK, MIDLAND PK, POMPTON PLAINS, MOUNTAIN VIEW, PATTERSON, PASSAIC, ESSEX, MORRIS, BOONTON, LINCOLN, MORRISTOWN, MORRIS PLAINS, MORRIS CO., PASSAIC CO., ESSEX CO., HUDSON CO., NEWARK, ORANGE, JERSEY CITY, NEW YORK, BROOKLYN, EASTON, PHILIPSBURG, WASHINGTON, PORT MURRAY, BELVIDERE, COLUMBIA, BANGOR, PORTLAND.
- Counties:** MORRIS CO., PASSAIC CO., ESSEX CO., HUDSON CO., NEWARK, ORANGE, JERSEY CITY, NEW YORK, BROOKLYN, EASTON, PHILIPSBURG, WASHINGTON, PORT MURRAY, BELVIDERE, COLUMBIA, BANGOR, PORTLAND.
- Scale:** SCALE IN MILES (0 to 5).
- Profile:** PROFILE OF THE MORRIS CANAL, VER. SCALE IN FEET (0 to 400).
- Date Stamp:** JAN 29 1974, NATIONAL REGISTER.
- Intermediate Distances:** A table on the right side of the map showing distances between various points along the canal.

Point	Intermediate Distances (Feet)
DEL. RIVER	0
PORT MURRAY	1.33
WASHINGTON	2.17
PORT MURRAY	2.43
WASHINGTON	2.62
PORT MURRAY	2.80
WASHINGTON	3.00
PORT MURRAY	3.19
WASHINGTON	3.37
PORT MURRAY	3.55
WASHINGTON	3.73
PORT MURRAY	3.92
WASHINGTON	4.10
PORT MURRAY	4.28
WASHINGTON	4.46
PORT MURRAY	4.64
WASHINGTON	4.82
PORT MURRAY	5.00
WASHINGTON	5.18
PORT MURRAY	5.36
WASHINGTON	5.54
PORT MURRAY	5.72
WASHINGTON	5.90
PORT MURRAY	6.08
WASHINGTON	6.26
PORT MURRAY	6.44
WASHINGTON	6.62
PORT MURRAY	6.80
WASHINGTON	6.98
PORT MURRAY	7.16
WASHINGTON	7.34
PORT MURRAY	7.52
WASHINGTON	7.70
PORT MURRAY	7.88
WASHINGTON	8.06
PORT MURRAY	8.24
WASHINGTON	8.42
PORT MURRAY	8.60
WASHINGTON	8.78
PORT MURRAY	8.96
WASHINGTON	9.14
PORT MURRAY	9.32
WASHINGTON	9.50
PORT MURRAY	9.68
WASHINGTON	9.86
PORT MURRAY	10.04
WASHINGTON	10.22
PORT MURRAY	10.40
WASHINGTON	10.58
PORT MURRAY	10.76
WASHINGTON	10.94
PORT MURRAY	11.12
WASHINGTON	11.30
PORT MURRAY	11.48
WASHINGTON	11.66
PORT MURRAY	11.84
WASHINGTON	12.02
PORT MURRAY	12.20
WASHINGTON	12.38
PORT MURRAY	12.56
WASHINGTON	12.74
PORT MURRAY	12.92
WASHINGTON	13.10
PORT MURRAY	13.28
WASHINGTON	13.46
PORT MURRAY	13.64
WASHINGTON	13.82
PORT MURRAY	14.00
WASHINGTON	14.18
PORT MURRAY	14.36
WASHINGTON	14.54
PORT MURRAY	14.72
WASHINGTON	14.90
PORT MURRAY	15.08
WASHINGTON	15.26
PORT MURRAY	15.44
WASHINGTON	15.62
PORT MURRAY	15.80
WASHINGTON	15.98
PORT MURRAY	16.16
WASHINGTON	16.34
PORT MURRAY	16.52
WASHINGTON	16.70
PORT MURRAY	16.88
WASHINGTON	17.06
PORT MURRAY	17.24
WASHINGTON	17.42
PORT MURRAY	17.60
WASHINGTON	17.78
PORT MURRAY	17.96
WASHINGTON	18.14
PORT MURRAY	18.32
WASHINGTON	18.50
PORT MURRAY	18.68
WASHINGTON	18.86
PORT MURRAY	19.04
WASHINGTON	19.22
PORT MURRAY	19.40
WASHINGTON	19.58
PORT MURRAY	19.76
WASHINGTON	19.94
PORT MURRAY	20.12
WASHINGTON	20.30
PORT MURRAY	20.48
WASHINGTON	20.66
PORT MURRAY	20.84
WASHINGTON	21.02
PORT MURRAY	21.20
WASHINGTON	21.38
PORT MURRAY	21.56
WASHINGTON	21.74
PORT MURRAY	21.92
WASHINGTON	22.10
PORT MURRAY	22.28
WASHINGTON	22.46
PORT MURRAY	22.64
WASHINGTON	22.82
PORT MURRAY	23.00
WASHINGTON	23.18
PORT MURRAY	23.36
WASHINGTON	23.54
PORT MURRAY	23.72
WASHINGTON	23.90
PORT MURRAY	24.08
WASHINGTON	24.26
PORT MURRAY	24.44
WASHINGTON	24.62
PORT MURRAY	24.80
WASHINGTON	24.98
PORT MURRAY	25.16
WASHINGTON	25.34
PORT MURRAY</	

199-9-15-21

**MOUNT ARLINGTON NORTH PARK
HISTORIC DISTRICT**

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name Mount Arlington North Park Historic District

historic Mount Arlington Historic District

and/or common

2. Location

street & number Howard Blvd.-Edgemere Avenue, Windemere Ave. N/A not for publication

city, town Mount Arlington N/A vicinity of ~~congressional district~~

state New Jersey code 34 county Morris code 027

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple ownership

street & number

city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Morris County Court House-Hall of Records

street & number Court Street

city, town Morristown state New Jersey

6. Representation in Existing Surveys

title New Jersey Historic Sites Inventory has this property been determined eligible? ☐ yes ☒ no

date 1976 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Office of Historic Preservation, Department of Environmental Protection

city, town Trenton state NJ

7. Description

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

There are twenty-three properties in the Mount Arlington Historic District. Of these 15 are historic and 8 are modern. The modern intrusions are generally small, one story cottages. The historic buildings are all late 19th - early 20th century structures erected during the area's activity as a resort community. Several of the historic properties also have boat houses on the premises.

1. Culver Cottage. 1 Edgemere Avenue. ca. 1886. Two story square frame building. Hip roof. One story flat-roofed wing in rear. Extensively altered.
2. Steneck Cottage. 3 Edgemere Avenue. ca. 1900. Queen Anne style. Broad rectangular 2 1/2 story stone and frame building. The first level is squared and coursed rubble stone with a one story flat roofed porch with Tuscan columns. The second floor has alternating panels of decorative shingles above a first tier of clapboard siding. The gable roof has a pent and the space within is shake shingles. On the lake is a 2 story hip-roofed boathouse.
3. Vintschger Cottage. 7 Edgemere Avenue. 1886. Queen Anne style. One of the earliest structures in the district, this 2 1/2 story irregular form frame dwelling derives its character from contrasting windows, broken roof lines, polygonal corner turret, and, most importantly, the one story open porch with Eastlake abstractions (clean turned posts, simple rectangular lattice railing, and projecting gable). The foundation is squared and coursed rubble stone. On the lake is a two story frame boathouse with hip-roof complimenting the main house.
 - A. 11 Edgemere Avenue. Modern one story hip-roofed cottage
4. Himpler House. 13 Edgemere Avenue. ca. 1889. Queen Anne style. This 2 1/2 story irregular form asymmetrical building is constructed of random ashlar stone. The facades are interrupted by a circular apse-like projection with rock-faced stone construction; an adjoining porch with turned railing with circular arch opening; reaching dormers; and a round corner turret with finial. Projecting from the east portion of the facade is a major gable punctuated above the stonework with a jerkin-head roof with iron cresting. This house has the heavy bulky form and numerous other similarities with Frank Furness buildings (particularly "Knowlton" - the Wm. H. Rhawn House in Philadelphia) and, although the Himpler House cannot be attributed to the noted architect, his influence appears evident.
 - B. 15 Edgemere Avenue. Modern one story frame cottage with false brick front.
 - C. 17 Edgemere Avenue. Modern gambrel roofed 1 1/2 story small dwelling fronted by a modern small one story garage.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input checked="" type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
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<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
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		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify) Recreation

Specific dates N/A

Builder/Architect

N/A

Statement of Significance (in one paragraph)

Recreation

Mt. Arlington in Morris County is one of the few late 19th century interior resort areas in New Jersey which by its buildings and landscaping still exhibits the character of a turn of the century exclusive summer vacation center for wealthy suburbanites.

During the last quarter of the 19th century, as leisure time increased and transportation methods improved, Americans enthusiastically sought ways to implement their free time. Those with lower economic stature turned to nearby and temporary recreational activities such as sporting events or swimming. At best, the poor were only able to make day trips to places like Atlantic City.

The wealthy, however, were able to spend much more money and time in their pursuit of recreational activities. As a result, the families with higher economic status (an ever growing minority in the late 19th century) sought satisfaction at a distance. This gave rise to the resort town developed especially for exclusionary summer vacationing. Mount Arlington was such a creation. With restrictive rules and regulations excluding most every other aspect of late 19th-early 20th century society, only an elitist culture evolved in Mount Arlington -- just as its residents preferred. The cottages, as named by their summer habitants, were anything but what the word implied. Rather, these part-time residences were some of the better and larger Queen Anne and Shingle style buildings in New Jersey.

Theater

Lotta Crabtree (1847–1924), one of America's foremost entertainers during the last quarter of the 19th century, lived at Lake Hopatcong from the date of erection of the house in 1886 until shortly before her death in 1924.

Beginning her career as a vaudeville entertainer touring the gold mining regions of San Francisco while still a youngster, Miss Lotta rapidly became a local favorite and in heavy demand for performances in the area variety halls and amusement parks. Her entertainment usually consisted of dancing, singing, light acting, and pantomiming often in blackface, before bawdy unsophisticated audiences. At 17, she and her mother went east and in 1867 Lotta played dual roles in her first great successful play "Little Nell and the Marchioness." Lotta's child-like naive appearance coupled with a seasoned veteran's demeanor endeared her to audiences across the United States.

She had the lead role in numerous popular late 19th century plays. "The Pet of the Petticoats", "Firefly", "Hearts Ease", "Zip", and "Little Bright Eyes" were a few of the most important plays in which she performed.

9. Major Bibliographical References

T.C. Whitlock, Lake Hopatcong Illustrated (Perth Amboy, 1899)

G.M. Brockway, Hazel Breslin Blue Book (New York, 1892)

10. Geographical Data

Acres of nominated property 27

Quadrangle name Stanhope

Quadrangle scale 1: 24000

UMT References

A

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4	5	3	1	2	1	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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4	5	3	0	8	6	0
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D

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5	3	1	0	2	0
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4	5	3	0	6	7	0
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E

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F

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G

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H

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I

1	8
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5	3	0	4	9	0
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4	5	3	0	8	9	0
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Verbal boundary description and justification Beginning at the intersection of Hopatcong and Edgemere Avenues, proceed along Edgemere Avenue 180 feet ENE; thence proceed 225 N; Thence proceed 125 feet SE; thence proceed 150 feet S to Edgemere Ave.; proceed along Edgemere Ave. 475 feet ENE to Howard Blvd.; proceed along Howard Blvd. 110 feet N; thence proceed 260 feet NNE to Mountainview Ave.; proceed along Mountainview Ave. 650 feet SSE; thence proceed 125

List all states and counties for properties overlapping state or county boundaries

(continued)

state	N/A	code	county	code
-------	-----	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Terry Karschner, Historic Preservation Specialist

organization Office of Historic Preservation, D.E.P. date 1/1977

street & number 109 West State Street telephone (609) 292-2028

city or town Trenton, state New Jersey

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

ORIGINALLY SIGNED BY DSHPO BETTY WILSON, 4/23/78

State Historic Preservation Officer signature

Russell W. Hughes 7 July 1983

title Deputy State Historic Preservation Officer date

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I hereby certify that this property is included in the National Register

Petrick Andrews

date 8/26/83

Keeper of the National Register

Attest:

date

Chief of Registration

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Mount Arlington North Park Historic District
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DESCRIPTION (Continued)

- D. 23 Edgemere Avenue. Modern one story rancher.
- E. 25 Edgemere Avenue. Modern 2 story frame dwelling with attached garage. First floor has a false brick front.
- F. 29 Edgemere Avenue. Modern one story gambrel roofed dwelling.
- 5. Crabtree Cottage. 33 Edgemere Avenue, 1886. Designed by noted architect Frank Furness, this Shingle/Queen Anne style summer house is situated high on a hill side overlooking Lake Hopatcong in a region that was becoming a popular resort for New Yorkers and north New Jersey residents in the decade after the nation's Centennial. The house, designed for the nationally known actress Lotta Crabtree, "The Girl of the Golden West", was to be flamboyant, both to suit her image and also to bring business to the resort and the neighboring hotel (now demolished), also designed by Furness for the syndicate whose money had snared Lotta.

The house is a grand shingle style building which sprawls in linear fashion, paralleling the lake and the access road. On the side towards the road, the house is relatively conventional, with half timbered gables crowning projecting masses that suggest something of the interior spaces, in the fashionable vocabulary of the Queen Anne. But, poking up behind the front volumes is an extraordinary array of plastically shaped chimneys typifying Furness's work in the 1870's and in front, screened by low bushes is another manifestation of the architect's exuberant imagination, a porte-cochere, supported on clusters of short columns, with its own projecting gable.

The lake side continues the basic vocabulary of shingle style and Queen Anne, but is plastically enlivened by the device of a huge bay surrounded by a porch that anticipates the site consciousness of the next generation of architects. On the lake is a one story frame boathouse with flat roof which enhances the resort implications of the site.

Within, the house is largely as Furness designed it, though a kitchen has been added in the basement, necessitated no doubt by the closing of the hotel around the Depression. On the main level, the porte-cochere opens into a spacious hall which, as was usual in Furness's plans, connected most of the public rooms. On the entry wall is a handsome walnut stair, intricately patterned in a vaguely Japanese mode; diagonally across from it, confronting the entrance, is a carved stone fireplace, framed by dog headed parodies of Hermes figures - holding a firescreen rod in their jaws. To the right a small sitting room is graced with another stone fireplace - carved in rustic imitation of a log fireplace. A

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DESCRIPTION (Continued)

second rank of rooms on the lake side forms a secondary circulation pattern. Though the bayed dining room retains its paneling, its fireplace has been much simplified. However, it was probably not as extravagant as the great fireplace that still occupies the largest portion of the last public room - Lotta's billiard room. It is erected of massive blocks of stone and is decorated with cut glass jewels, backed with gold leaf, as had been done in the cornice of the Pennsylvania Academy of the Fine Arts, with the legend "18-Attol-86".

Upstairs simple bedrooms are embellished with the spindly fireplaces that Furness often employed in the 1880's.

- 5a. Crabtree Garage. 33 Edgemere Avenue. c. 1900. Just east of the cottage is a 2 story garage/carriage house. This clapboard structure has been converted into two apartments. The front facade facing the street has a double gable with an intermediate dormer.
6. Edgemere Lodge. 45 Edgemere Avenue. c. 1900. This house is an awkward representation of the Queen Anne style. The 3 story tower capped with a domical vault totally dwarfs the rest of the building, a 1 1/2 story frame dwelling with surrounding one story porch. The porch suggests the building was once used as a public boarding house or hotel.
7. St. Peter's Episcopal Church. Edgemere Avenue and Rose Place. c. 1900. Vaguely Richardsonian Romanesque. Visually, the most evident feature of the poorly designed small church is the heavy rubble stone tower with a large stained glass window outlined by an arch with voussoirs. The tower has a low-pitched hip roof. The tower is set diagonally into the main church which is basically rectangular in form with a hip roof. There is, however, a projecting gable alongside the tower and another in the rear.
- G. 40 Edgemere Avenue. One story modern dwelling.
- H. 4 Edgemere Avenue. Two story modern dwelling.
8. Pharmacy.
215 Howard Boulevard. ca. 1890. Queen Anne, altered. This structure is an irregular form 2 1/2 story frame building with polygonal, hip, and gable roof with jerkin-head gable. A small one story concrete commercial section (ca. 1920) with alternating peaked and triangular battlement projects out from the front of the house.
9. Borough Hall (U.S. Post Office and Public Library). Howard Blvd. and Prospect Avenue. 1891. Built into a bank on a triangular plot of land surrounded by

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DESCRIPTION (Continued)

roadways, this public building is a 2 1/2 story (including the squared and coursed rubble stone foundation exposed in the front) rectangular stone and frame structure with exposed timbering. The roof is hip with a narrow cross gable. This gable projects out one foot from the basic unit creating a restrained central pavilion. The fenestration of the stone foundation has both arches and flat stone lintels. All have been variously compromised by modernization. The windows of the second level are paired with center mullions of the side and in threes with mullions at the front. A one story unit appends the building to the east, or rear.

10. Walsh Cottage. 14 Arlington Avenue. Late 19th century. Queen Anne style. 2 1/2 story frame structure with stone foundation. The irregular form of the building is further accentuated by the projecting gables, random window placements, and various blends of fish-scale and decorative shingles and clapboarding. Above several windows are circular sunburst motifs. Finally, the large polygonal turret completes the building.

St. Peter's Parish Hall. Arlington Avenue and Rose Place. Modern large one story functional structure.

11. Frothingham/Dyer House (Feleician Sisters Retreat). Windemere and Arlington Avenues. 1889, rebuilt. Shingle style. Physically, the Frothingham House is rectangular in form with triangular projections on each gable end. The ground floor of this 2 1/2 story building is roughly squared rubble stone with round-arch windows and a crude attempt at corner quoining. The center portion has a one story flat-roofed enclosed porch entrance. The second level has modern asbestos shingling which flairs out slightly at its juncture with the stone. The fenestration above the portico is a slightly projecting rectangular 5-unit mullion window flanked by paired 9/1 windows with mullion. The triangular portions have single and paired 16/1 sash windows. The roof is hip with exposed rafters and large shed dormers. On the lake front is a one story hip-roofed boathouse.

12. Tilt Cottage (Feleician Sisters Convent) Windemere Avenue. 1889. Queen Anne style. The street facade of this structure has a 2 1/2 story rectangular gable roofed center portion with cross gable flanked by 3 story frame hip-roofed wings which tend to overshadow the center portion. Most of the building has been covered with asbestos shingles which deprive the building of much of its original character. The top floor has some exposed framed timber construction, particularly noticeable on the northwest gable end. The Tilt House from the lake gives the appearance of an elegant summer house atop a bank with a projecting

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DESCRIPTION (Continued)

circular 2 story apse-like center projection. The bottom level of this apse is random coursed rubble stone while the second floor is frame. The four large section story windows of this circular unit have half-circular balconies cantilevering out with decorative ironwork railing.

13. Hexamer House. 57 Mountainview Avenue. ca. 1900. Shingle style. The first level of this structure is squared and coursed rubble stone. The second floor is frame with fish-scale wood shingles. From Howard Boulevard, the building projects an appearance of two distinct units; the exposed basement and first level having a two level porch encompassing the entire front and a portion of the sides. The south unit is a 2 1/2 story rectangular frame section with a narrow 2 bay gable end front. The roof is gable with a return and three dormers on the roof. Projecting out of this unit is a massive 1 1/2 story gambrel roofed I-form wing. The gambrel portion is attached linearly to the gable, but breaks at a right angle to form a parallel, but distinct, fronting with the rectangular section. The gambrel roof has eyebrow windows, small dormers, and in the gable at the attic level is an elliptical window. The 2 story porch is light and delicate contrasting with the overall Shingle style character.
14. Hengstler House. 59 Mountainview Avenue. ca. 1900. Shingle style. This is a simple 1 1/2 story rectangular frame structure. Built into a bank exposing a full story basement on the west facade, the foundation is coursed and squared rubble stone. Wood shingles cover the west and gable end facades, but the eastern facade has aluminum siding. The roof is a steep gable with overhang and pent. The windows are generally single 6/1 sash or paired with mullions.
15. Rabe House (Mt. Arlington Rest Home). 61 Mountainview Avenue. ca. 1900. Shingle style. With its geographic location atop a rise overlooking Lake Hopatcong, given its architectural form, this was probably one of the most outstanding Shingle style buildings in Mount Arlington. Conversion to institutional usage, however, has severely compromised its appearance by applications of modern siding, asphalt shingles, and other cosmetic changes. The foundation is rough coursed rubble stone with exposed front wood frame construction above the stone. The corners of the front facade are softened by the roof overhang with truncated, or rounded, corners and an apse growing out to the north corner. The roof is severely broken by a large two bay frame dormer flanked by lighter polygonal dormers.

Situated on a knoll on the east bank of Lake Hopatcong at the southern jutting of Van Every Cove, Mt. Arlington Historic District has maintained its original

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DESCRIPTION (Continued)

composition and physical appearance of a late 19th - early 20th century resort community. Large trees and other landscape features throughout the district and along the surrounding area diminish the intrusions and the modern conveniences.

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Joe Towner Criticisms (11-15-78):

- #7 Description - Statement: "It is not clear whether these structures and their settings are cohesive enough to qualify as a National Register district."

The proposed district does project a clear impression of the late 19th-early 20th centuries with substantial features characteristic of a wealthy resort area.

Please refer to the district map prepared by the Morris County Planning Board for an interpretation of the nature of the structures and their setting.

The lake shoreline of Lake Hopatcong, and of Van Every Cove, limit and restrict the north and west boundaries of the historic district. The physical presence of the recreational lake represents a significant theme for the historic district. The geographic area of the historic district is further influenced by Mount Arlington, where the promontory was at Lake View Terrace, between Arlington Avenue and Edgemere Avenue.

Unfortunately, the district does not lend itself to photographs portraying the area in its best light.

All of the land within the boundaries of the district had been laid out by the Lake Hopatcong Land and Improvement Company in 1885, and the incorporators planned to build a major hotel and a residential park for people of wealth. The planned community would have property use restrictions upon development, but as circumstances between 1885 and 1890 changed, the community plan was modified.

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The hotel, Hotel Breslin, built in 1886 and demolished in 1946, was situated on the promontory of Mount Arlington, commanding a magnificent view of Lake Hopatcong to the north, west and southwest. Several wealthy persons from Jersey City, Newark, Brooklyn, and New York were induced to buy and to build summer vacation cottages near the Hotel Breslin. Three of the six cottages built in 1886 along with the Hotel Breslin are the Culver, Vintschger and Crabtree properties listed on the map. The other three were the Oldner, Pottier and Altenbrand cottages, located south of the district on Windemere Avenue, and they were subsequently demolished by a fire.

Following a very successful season in 1887, other wealthy persons were attracted to the Hotel Breslin on Mount Arlington and decided to build vacation homes near Lake Hopatcong. In 1888, Baron von Furstenwarther built the Pharmacy (#8). Max Norman built the Staneck cottage (#2) between the Culver and Dunlap cottages, and Howard P. Frothingham (#11) and Albert Tilt (#12) built homes on adjacent lots south of the Culver (#1) house in 1889. Edgemere Lodge was built by S. G. Poole east of the Crabtree house on Van Every Cove, and it was later sold in 1892 to Warren Sammis.

The Lake Hoptacong Land and Improvement Company recognized the growth that had occurred, and the company in 1888 donated land for the construction of a Roman Catholic Church and a Protestant Chapel. St Peter's Episcopal Church occupied the Union Chapel (#7), which was completed in 1889, but the original Our Lady of the Lake Roman Catholic Church collapsed during re-location in 1914, and the current church structure was built south of the Frothingham - Tilt houses on Windemere Avenue.

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The residents of Breslin Park were very concerned about the preservation of Lake Hopatcong, and when the American Powder Company and DeCastro Chemical Company threatened unhealthy pollution of lake waters, the Breslin Park residents resolved to incorporate all lands adjoining Lake Hopatcong, but their goal was thwarted, because the boundary of Morris and Sussex Counties divided Lake Hopatcong, and you could not have one municipality in two counties.

The court approved a petition to incorporate the Borough of Mount Arlington, Morris County, in 1890, and the active Howard P. Frothingham was elected mayor. The New Jersey Legislature granted a charter in 1891, and then Borough Hall (1892) was built for the borough government and educational needs.

After 1890, the Walsh cottage (#10), Hexamer (#13), Hingsther (#14), and Rabe (#15) houses were finished. Because Hexamer, Hingsther and Rabe were from Hoboken, New Jersey, the land on which they located their homes was known as "Hoboken Hill."

The noted church architect from Hoboken, Francis G. Himpler, completed an enormous stone house (#4), on the point overlooking Lake Hopatcong, in 1894. Himpler and the three other residents on "Hoboken Hill" represent a transition in local affairs. Rabe was president of the Second National Bank of Hoboken, and together with other financed interests following national economic recession in 1893, Rabe came to influence the affairs of the Hotel Breslin. The hotel manager, George Brochway, was replaced in 1893 by a series of gentlemen, interrupting the course of events by which the hotel was measured a success. Finally, this group of gentlemen relinquished their influence in 1898, by selling the Hotel Breslin to political interests in the State of New Jersey. The

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Lake Hopatcong Club was led by Governor John Griggs and by Garrett A. Hobart, who was elected Vice President of the United States in 1896, and the Club tried to make their Clubhouse a viable economic concern catering to families.

The theme of community development is more a continuum, rather than one event frozen in time.

#10 Geographic Boundaries

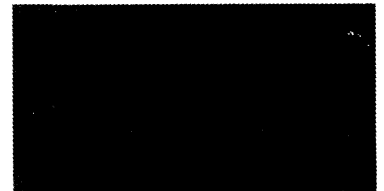
After the Hotel Breslin was destroyed by fire, and as other large properties were sub-divided, a number of summer cottages were built. As Mount Arlington has become a year 'round community, summer cottages and new permanent homes were developed for year 'round activity.

#12 Certification

Additional photographs are enclosed.

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Supplemental Information

The Mt. Arlington North Park Historic District very definitely continues to exude a sense of the bustling resort area this once was. The historic houses and their outbuildings, the stone walls, numerous landscape features, and the unimproved winding streets all contribute to the historic character of the area.

The boundaries of the Mt. Arlington North Park District were carefully drawn to exclude many of the buildings which do not contribute to the ambiance of this late 19th century lake-side community.

Unfortunately, a major focus of Mt. Arlington, Hotel Breslin, was destroyed in 1946 and subsequently was developed upon. This area is just outside of the proposed district.

Beyond the hotel, the major historical thrust of the Mt. Arlington District as it exists today (1980) is from the lake-front properties along Van Every Cove. This section of the district exhibits numerous vistas and features of the late 19th-early 20th centuries. This section clearly portrays an exclusive late 19th century resort village atmosphere.

The area to the east and up an incline has a lesser ambient quality, but the three houses on Howard Boulevard—Hexamer, Hengstler, and Rabe Houses were constructed with the view of Van Every Cove in mind while the adjacent Borough Hall has been a local focus since it was built. The connecting arm in between has several buildings which physically link the hill with the Cove (Edgemere Lodge, St. Peter's Church, the Pharmacy, and Walsh Cottage).

Each of the 15 historic buildings within the Mt. Arlington North Park District appear to be eligible for the National Register individually for either its historical or architectural significance and yet it is essential that these buildings be viewed in their historical context and intimate association with one another as a cultural entity.

Because of the small size of the buildings which do not contribute to the character of the district, their impact is kept at a minimum.

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The original Mt. Arlington development was much larger than that under consideration in this application and the name of the proposal has been revised slightly to read - Mt. Arlington North Park Historic District. As clearly indicated by an 1886 and 1887 map of Mt. Arlington (1887 map enclosed) the North Park name was the intent of the original developer.

Additional photographs are also being submitted at this time. These photos and those of the original submission are keyed into the large scale map of the district.

T. Karschner
6/1980

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SIGNIFICANCE (Continued)

For two decades Lotta Crabtree remained a unique, popular and money-making figure on the American stage. Traveling with her own company of players, rather than using local stock companies, as was customary, this vivacious and dynamic personality was said to have been the cause of more merriment than any other entertainer of her time.

In 1885 Lotta commissioned noted architect Frank Furness to design her summer home at Lake Hopatcong, Morris County, New Jersey. After a stage injury and a decline in popularity, Lotta Crabtree retired in 1891, continuing to live and entertain from this 'cottage' which she called "Attol Tryst". After her endeared mother's death in the early 1900's, Lotta never again felt comfortable in the house and, consequently, died in a hotel she owned in Boston in 1924.

Architecture

Traces of Lotta Crabtree's flamboyance appear in the house which Frank Furness designed for her, most obviously in the billiard room and, in that room, in the giant fireplace emblazoned with her name and the date of the house. With that room, the house was personalized - and became a suitable place for the colorful actress's retirement.

The house is of further interest as one of the best preserved, and most original, of Philadelphia architect Frank Furness's designs. In it, Furness (1839-1912) made a further exploration of the possibilities of destroying the boxy country house formula and instead opening the house to its site, precursing the works of Frank Lloyd Wright and the midwestern Prairie School. Here, two ranks of rooms are shifted in placement, with centered doorways opening into corners of the next row of rooms to add a strong sense of diagonal movement to the plan. Interior finishes are largely intact and show Furness's considerable originality. In terms of the development of Furness's career, the Lotta house marks the earliest full scale use of the great rounded volumes that preoccupied him in the late 1880's and 1890's - at the Library of the University of Pennsylvania, the Bryn Mawr Hotel Company, and his own country house, Idlewild in Delaware County, Pennsylvania.

Frank Furness was one of the most important architects in America during the last quarter of the 19th century.

Finally, the house recalls the years when Lake Hopatcong was a great resort. Urbanistically, it had the potential to be a focus for the region, adding a note of grandeur and excitement to a sleepy resort.

Conservation: Until 1885, the Lake Hopatcong region was a favorite summer resort for

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Mount Arlington North Park Historic District
Mount Arlington
Morris County New Jersey 034

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CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

SIGNIFICANCE (Continued)

sport fishermen lured by tremendous bass and pickerel in the pure water and a camping retreat for vacation parties from New York, Newark, Morristown and Pennsylvania towns. There were a few boarding houses, but most used tents or owned summer cottages.

The water of Lake Hopatcong was used after 1831 by the Morris Canal, but competition with railroads diminished the threat of the canal. A proposal in 1912 to increase water for the Morris Canal was hotly opposed by a book written by Hudson Maximum, which included a map showing the buildings at the lake. Lake Hopatcong is the longest lake and has the greatest shoreline of any inside New Jersey, but its ability to replenish itself is only equal to that of a smaller body. Thus, proposals to divert water from the lake for urban water needs in this period were opposed vehemently by early environmentalists. New Jersey had enacted fish and game laws to protect sportsmen and the species, but area development posed another threat to this source of pure water. In 1885, the fishermen reacted sharply to the pollution caused by the waste disposal of chemicals into the lake by the American Forcite Company, a munitions manufacturer, at Shore Hills south of Mount Arlington on the east shore.

The West Shore Association was formed in 1896 to prohibit pollution of the lake by any property owners. This group may have been inspired by the Mount Arlington Park Association. In 1892, Howard P. Frothingham, who was the first mayor of Mount Arlington in 1891, wrote a financial report for the Association covering the prior five years. Frothingham was also an avid fisherman and a member of the New Jersey Fish and Game Commission from 1890 to 1898. Mount Arlington Boulevard was renamed Howard Boulevard in his honor. The trustees of the Mount Arlington Park Association included Henry Altenbrand, Auguste Pottier, Robert Dunlap, and Amasa Lyon, and they took mortgages on property with the proviso that the owner would restrict development of "brewery, slaughter house, distillery, smith shop, carpenter shop, forge or furnace, steam engine for manufacturing purposes, brass foundry, nail or other iron foundry, soap, candle, starch, varnish, vitriol, glue, ink, turpentine, or bone factory, or the manufacturing of gunpowder or mineral oils and animal oils, factory for tanning, livery or stables, cattle yard, or noxious or dangerous trade, hotel or inn and saloon for the sale of malt or spiritous liquors." (Lotta Crabtree mortgage, 10-24-1885).

Whereas the huge Hotel Breslin was built at Mount Arlington (the Mount Arlington Hotel and Lake View House were nearby), a complaint was sustained against the Hotel Breslin in 1895 for the Association, and after that time the Hotel Breslin continued as a resort hotel and as the clubhouse of the Lake Hopatcong Club, forerunner of the Lake Hopatcong Yacht Club.

Historical Narrative

In 1885, a group of prominent business people from New York and Brooklyn came to Lake Hopatcong as the invited guests of the Lake Hopatcong Land and Improvement. (No certificate

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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Mount Arlington North Park Historic District

Mount Arlington

Morris County New Jersey 034

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SIGNIFICANCE (Continued)

of incorporation survives.) Henry Altenbrand, a maltser from Brooklyn, was treasurer and Delos Culver of Jersey City was president of the LH L&I Co. and most of the land developed was obtained from Altenbrand. Both Culver and Altenbrand joined with Robert Dunlap, a Brooklyn hatter, and James Breslin, the manager of the Gilsey House hotel in New York, to form the Lake Hopatcong Hotel Company (Certificate of Incorporation, Book A, page 163, on 5-24-1886) with the purpose to erect hotels, cottages, piers, wharves, docks and boathouses.

Six houses were built in 1886, following a high tempo of labor during the preceding winter building roads and cutting the forests at Mount Arlington (called Breslin Park) and Mount Harry (called South Park). A map was drawn by W.E. Culver in 1886 showing the improvements of the LH L&I Co. and the new cottages. Henry Altenbrand and Dr. Everett Culver built cottages along the lake shore and August Pottier, a furniture manufacturer from New York, and his friend George Oldner, built to the south of Altenbrand, while Dunlap built a cottage between Altenbrand and Culver. Dunlap has another house on Bertrand Island and lived at the Hotel Breslin, so his cottage may have been purchased by Max Norman of Brooklyn, and later moved by Vintschger. The very wealthy actress, Lotta Crabtree, owned a lot on Chincoppee Cove, named for the last Indian at Lake Hopatcong, and her 14-room cottage cost over \$20,000 to build. Lotta Crabtree gained prominence as an entertainer in California in 1853 at the age of six years, and her wealth in 1891 was estimated to be \$2,000,000, which she gained through real estate ventures and held until her death in Boston in 1924. The local people referred to her familiarly as "Lotta", and she named her cottage "Attol Tryst" after her name.

The hotel, constructed by the Lake Hopatcong Hotel Company on land obtained from the LH L&I Co., was designed by L.C. Baker Jr. of Furness & Evans of Philadelphia and was built by John J. Miller of Elizabeth, general contractor, and Cyrus E. Cook, foreman. The \$65,000 hotel was to have 250 rooms for 400 guests and help and was to be ready by June 15, 1886. When the date passed and business was lost, Miller was disgraced. Similar delays occurred to the Crabtree cottage. In 1887, the Hotel Company was sold to the Hotel Breslin Villa Company with the same stockholders, was finished by Cyrus Cook and occupied successfully for the season. The Hotel Breslin was renamed the Alamac Hotel and was destroyed by fire in 1947. Houses along Lakeview Terrace occupy its site not far from the intersection of Edgemere Avenue and Windemere Avenue.

The 1887 season was satisfactory, and in 1888 other aspects of a complete community began to emerge. Life at the Hotel Breslin was very serene. The morning after breakfast was consumed by reading, and the afternoon after a luncheon could be spent hiking, fishing or boating. There was entertainment in the evening, or dancing, after which a young man

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SIGNIFICANCE (Continued)

could escort his lady from the hotel up Edgemere Avenue by the light of electric lamps (Dover in 1888 was negotiating a term year contract with the Dover Light Co. to build street lights) to the ice cream fountain at the Pharmacy operated by the Baron Von Furstenwarther, who married the daughter of Bertrand. Later it was agreed that an electric light would be provided near Tanglewild Park, but because the three houses on "Hoboken Hill" had acetylene gas fixtures (later converted to central electric power) it was unlikely electricity was widely available.

Guests coming to Lake Hopatcong might come via the Morris Canal to Landing or via the railroad to Hopatcong or Drakesville (Ledgewood). The Lake Hopatcong Steamboat Company provided water transport, or a carriage was available from Richard Chamberlain. Closer rail connections were sought by the local promoters, who even delayed the construction of a canal spur near Hopatcong to assist the transfer of goods from the Morris Canal into Lake Hopatcong.

Both Catholic and Protestant religious services were provided at the Hotel Breslin, even though the Lake Hopatcong Methodist Church at Espanong in Jefferson Township was nearby. The LH L&I Co. donated land on the hill to build a Roman Catholic Chapel to Our Lady of the Lake, which had its cornerstone laid in August, 1888 on Chestnut Street. Cyrus Cook was also the builder. At its dedication in August, 1889, attended by Bishop Wigger, its priest, Rev. James Brady, had obtained an organ, a stained-glass window depicting the Virgin Mother on the shore of a beautiful lake as a gift from Mrs. A. Leavy of New York, a carpet from Mrs. Dunlap, alter laces from Mrs. Frothingham and other sacramental gifts from Lotta Crabtree.

These same benevolent people attended the laying of the cornerstone on October 2, 1888 of the Protestant Union Chapel at which New Jersey Governor Robert Green was the guest speaker, attended by General W. S. Stryker and other notables. Religious messages were given by the Presbyterian clergy of Rockaway and Dover, as well as by Reverend Stoddard of Succasunna and the historian president of Wabash College, Rev. Joseph F. Tuttle. The Union Chapel was built by Cyrus Cook in stone from the design of George C. Harding, based on the "Little Church around the Corner." In 1893, Robert Dunlap insisted that an Episcopal church be established, and the Protestant Union Chapel was given as St. Peter's Episcopal Church.

In 1913 they tried to relocate the Catholic Chapel, but a violent storm damaged the structure. A stone church for Our Lady of the Lake was built in 1914, and Mrs. Himpler was on the Building Fund Committee. Her husband, Francis G. Himpler, had retired from his architectural efforts in 1892 and died in 1916 at his Lake Hopatcong home. Himpler was an ardent Catholic who designed the Hoboken City Hall, Sacred Heart Academy, Church of S.S. Peter and Paul in St. Louis, St. Anne's Church in Buffalo, St. Francis of Sales in Cincinnati and Our Lady of Grace Church in Hoboken, from which he was buried. His work

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SIGNIFICANCE (Continued)

was in stone and the new chapel to Our Lady of the Lake was in stone, so it may be presumed that he did the work. This building was subsequently damaged by a fire and is outside the Historic District boundary.

The New York and Lake Hopatcong Railroad was promoted as a competition to the Morris and Essex branch of the Delaware, Lackawanna and Western Railroad to Dover, but despite the purchase of lands, in 1886 (Deeds Book VV, page 53 and Book XX, page 175), nothing resulted. The D, L&W RR ran a line to Drakesville, and it was hoped that they would establish a depot closer. The Central RR of New Jersey had a line to hotels at Nolan's Point and the winter Brady Ice Company operations, but the nearest depot was at Espanog. Robert Dunlap donated the land and built a station, called Mount Arlington, after 1890, which provided Delaware, Lackawanna and Western service to New York.

A second venture was the "Black Line" of George Campbell's Lake Hopatcong Steamboat Company in 1886 (Certificate of Incorporation, Book A, page 127, 1-15-1886), which took passengers by steam launch side-wheel craft to the hotels on the east and west shores. His boats the Fannie, A. Reasoner and G.L. Bryant, received competition from the "White Line" of T.F. King, whose boats were the Hopatcong, Muskenetcong and Alametcong. A boat called the Minnewaska, electric-powered and operated at the Columbian Exposition in Chicago in 1892, was used exclusively by the Hotel Breslin at its boat dock to disembark guests to the Hotel.

Julia Frothingham, Lotta Cabtree, Albert Tilt and others had private steam or naphtha powered boats operating from their private boathouses, and from the interest developed the Lake Hopatcong Yacht Club.

Politics-Government: As was provided by "AN ACT FOR THE INCORPORATION OF BOROUGH GOVERNMENTS" passed on 4-5-1878, a number of residents from Roxbury Township who owned at least ten percent of the taxable real estate made a petition to Francis Childs, Morris County judge of the Court of Common Pleas, on October 17, 1890, for permission to hold a special election on the question whether a "Mayor and Council for the Borough of Mount Arlington may be formed."

The petitioners were Daniel Shaefer, Cyrus E. Cook, Julia Frothingham, Michael Williams, Martha V. Furstenwarther, Emma C. Norman, John Werner, Martha Totten, Augustine Pottier, and Richard Chaplin.

A public notice was published in the The True Democratic Banner ten days before the scheduled election on November 1, 1890, and the election was held at the Mount Arlington Hotel owned by Daniel Shaefer. The vote approved the idea by a 43 to 4 count. A second election to select one mayor and six councilmen was advertised in The Iron Era for November 25, and Howard P. Frothingham, a New York investment banker and fisherman, was

UNITED STATES DEPARTMENT OF THE INTERIOR
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SIGNIFICANCE (Continued)

elected mayor, and Daniel Shaefer and Michael Williams, hotel owners, were given three year terms, while Frederick Zuck of the Lake View House and Aaron D. Stephens were given two year terms and George M. Brockway of the Breslin and Oscar Sisco received one year terms. Cyrus E. Cook was selected Borough Clerk. Ford D. Smith introduced Assembly Bill #98 into the State Legislature on 1-27-1891 to approve the incorporation, and on 2-20-1891, the Dover legislator was appointed municipal attorney with an \$150 annual salary.

The Postmaster General was asked to change the postal address from "Rustic" to Mount Arlington and Western Union Telegraph Company was asked to name its local office similarly. These requests were approved.

In 1891, the Borough obtained popular approval to borrow \$3500 to erect a Borough Hall, designed by W. H. Lee and Ed Lee, and built by Cyrus Cook. The people further petitioned the Council and Mayor to borrow additional sums in order to macadam the streets of Mount Arlington, which tended to increase further the value of the property investments in the Borough.

The Hotel Breslin was built in 1886-87 at a cost of \$65,000 by Cook from the Baker designs. The Crabtree house cost over \$20,000 to build, was designed by Frank Furness of Philadelphia and constructed by Henry Wilson, and the heat and gas was installed by Howarth Bros. The Altenbrand house cost \$8000 and was built by Isaac Riker of Newark, while the Pottier house was built by Jacob Vreeland of Dover for \$11,000. The Culver and Oldner cottages cost only \$5000.

Both Frothingham and Tilt, who was a silk manufacturer from Paterson, built their houses in 1889, but "Crescent Lodge" owned by Frothingham was damaged by fire and rebuilt, which Philip S. Dyer came to own. The little Vintschger, Norman (Dunlap and later Steneck), and Culver cottages to the north of the greater Tilt and Frothingham structures possess distinctive fish-scale siding as does the Walsh cottage on Arlington Avenue. Arend Benrend sold lots on "Hoboken Hill" to A.P. Hexamer, who ran the Hoboken Riding Academy, Gustav Hengstler, lithographer, and Rudolph Rabe, state legislator and president of the Second National Bank of Hoboken. From the economic and social ties in Hoboken and its Germam Club came the name, "Hoboken Hill". It should be recalled that Nicholas Steneck of the Steneck Trust Company in Hoboken and Francis G. Himpler were not unknown on "Hoboken Hill" and Gustav Oelschlager, who bought the Hengstler house, was also from Hoboken.

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Mount Arlington North Park Historic District

Mount Arlington

Morris County New Jersey 034

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7

MAJOR BIBLIOGRAPHICAL REFERENCES (continued)

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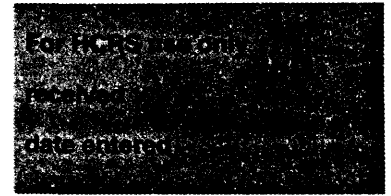
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United States Department of the Interior
Heritage Conservation and Recreation Service

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet Mt. Arlington N. Park
Historic District

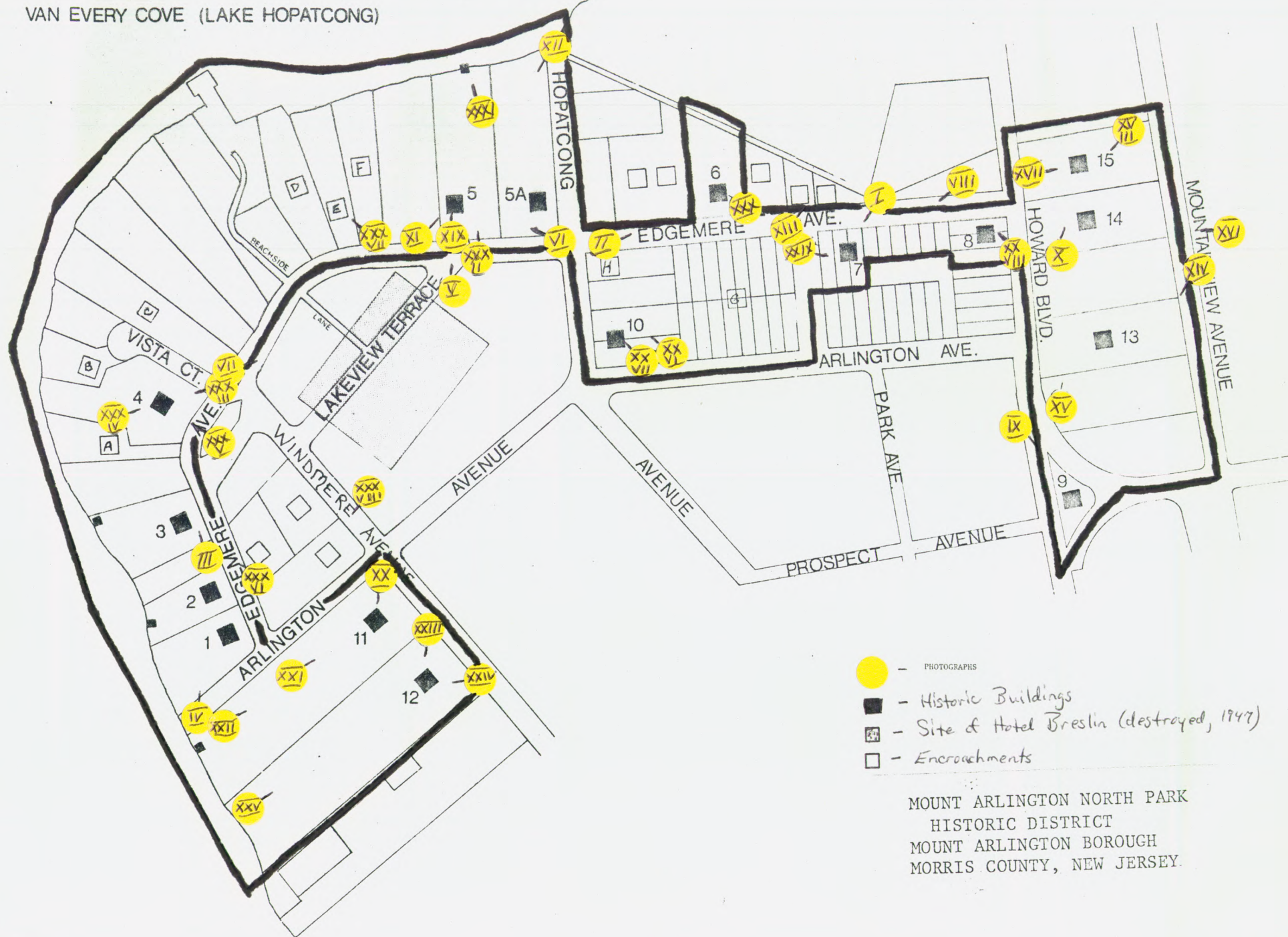
Item number

Page

SECTION 10 Verbal Description - continued

feet SSW: thence proceed 150 feet S to Howard Blvd.; proceed along Howard Blvd. 525 feet N, thence proceed 125 feet W; thence proceed 25 feet N; thence proceed 150 feet W; thence proceed 50 feet S; thence proceed 100 feet W; thence proceed 125 feet S to Arlington Avenue; proceed along Arlington Avenue 380 feet W to Hopatcong Avenue; proceed along Hopatcong Avenue 225 feet N to Edgemere Avenue; proceed along Edgemere Avenue 1150 feet to Arlington Avenue; proceed along Arlington Avenue 250 feet NE to Windmere Avenue; proceed along Windmere Avenue 275 feet SE: thence proceed 550 feet SW; thence proceed 975 feet NNW on Lake Hopatcong; proceed on Lake Hopatcong 1390 feet NNE to Hopatcong Avenue; proceed along Hopatcong Avenue 475 feet S to the point of origin.

VAN EVERY COVE (LAKE HOPATCONG)



- PHOTOGRAPHS
- Historic Buildings
- Site of Hotel Breslin (destroyed, 1947)
- Encroachments

MOUNT ARLINGTON NORTH PARK
 HISTORIC DISTRICT
 MOUNT ARLINGTON BOROUGH
 MORRIS COUNTY, NEW JERSEY.

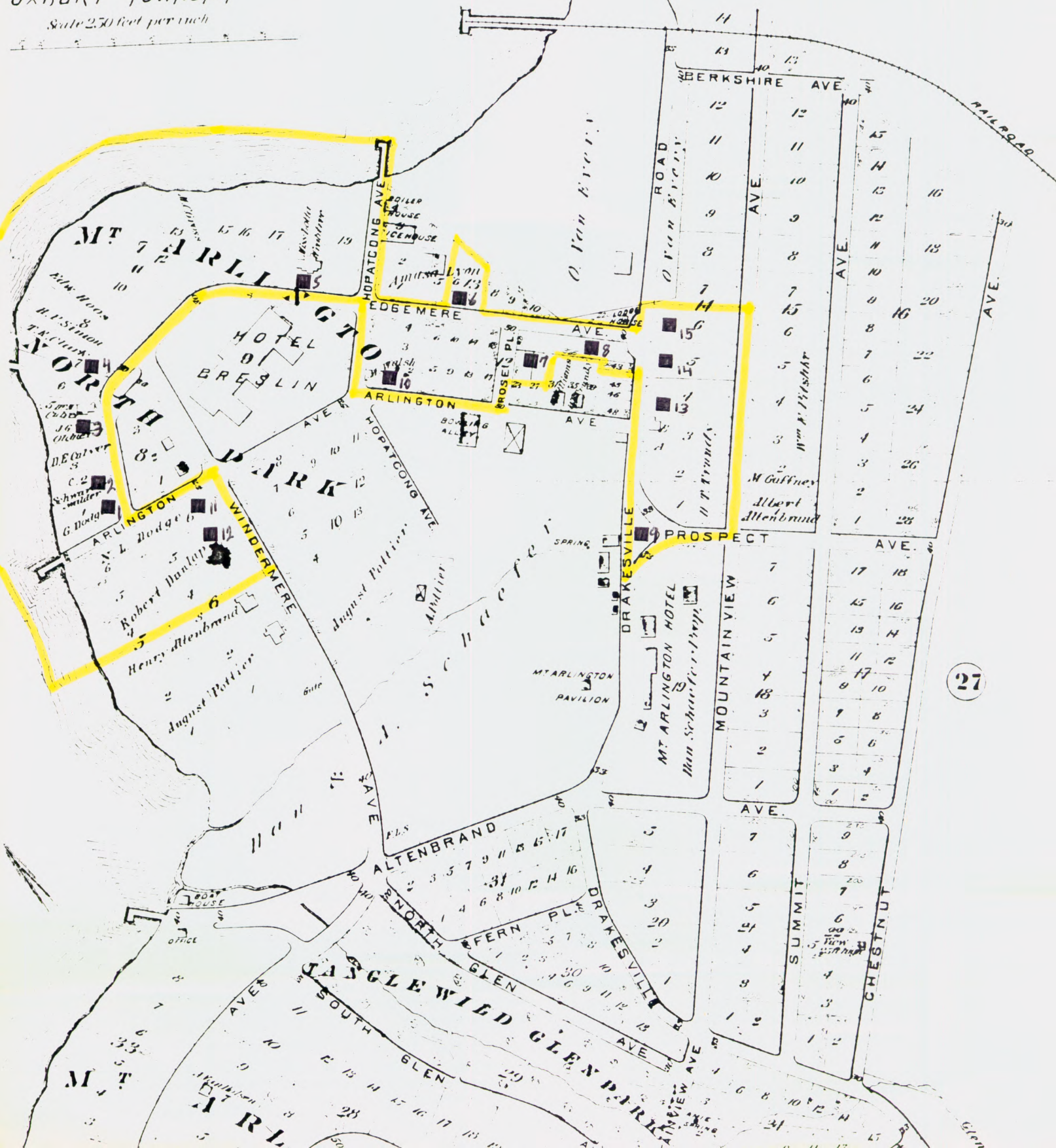
PLAN OF

MT ARLINGTON

OXBURY TOWNSHIP

Scale 250 feet per inch

MT. ARLINGTON NORTH PARK H. D.
MT. ARLINGTON BOROUGH
MORRIS COUNTY
NEW JERSEY



NEW HAMPTON HISTORIC DISTRICT

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 98000257

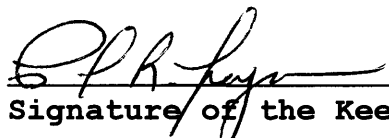
Date Listed: 4/6/98

New Hampton Historic District
Property Name

Hunterdon NJ
County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

4/6/98
Date of Action

=====

Amended Items in Nomination:

Geographical Information:

The correct U. T. M. coordinates are:

A	18	503000	4506500
B	18	502850	4507340
C	18	503000	4507800
D	18	503320	4507820
E	18	503140	4506650

This information was confirmed with Sue Pringle of the NJ SHPO.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

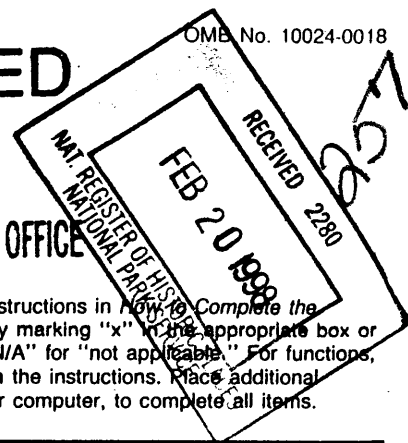
National Register of Historic Places
Registration Form

RECEIVED

SEP 05 1997

HISTORIC PRESERVATION OFFICE

OMB No. 10024-0018



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name New Hampton Historic District

other names/site number _____

2. Location

street & number Musconetcong River Rd., Rymon Rd. N/A ☐ not for publication

city or town Lebanon and Washington Townships ☐ vicinity

Hunterdon 019

state New Jersey code NJ county Warren code 041 zip code 08827

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

Assistant Commissioner for Natural & Historic Resources/DSHPO

State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
- ☐ determined eligible for the National Register
☐ See continuation sheet.
- ☐ determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other, (explain): _____

Signature of the Keeper

Date of Action

[Signature]

4/6/98

New Hampton HD
Name of Property

Hunterdon/Warren, NJ
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>42</u>	<u>17</u>	buildings
<u>6</u>	<u>2</u>	sites
<u>4</u>	<u>3</u>	structures
		objects
<u>52</u>	<u>22</u>	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed
in the National Register**

1

6. Function or Use

Historic Functions
(Enter categories from instructions)

Domestic/single family
Domestic/hotel
Commerce/department store
Education/school
Industry/manufacturing facility
Agricultural/storage
Transportation/road related

Current Functions
(Enter categories from instructions)

Domestic/single family
Culture/museum
Commerce/restaurant
Transportation/road related
Commerce/specialty

7. Description

Architectural Classification
(Enter categories from instructions)

Georgian
Mid-19th Century

Materials
(Enter categories from instructions)

foundation stone
walls weatherboard
stone
roof synthetic
other brick
synthetic

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

New Hampton HD
Name of Property

Hunterdon/Warren, NJ
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☒ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.) N/A

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☒ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Settlement

Community Development

Architecture

Commerce

Education

Transportation

Period of Significance

c. 1780-1929

Significant Dates

1825

Significant Person

(Complete if Criterion B is marked above)

Dusenbery, Henry

Cultural Affiliation

N / A

Architect/Builder

Unknown

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

Name of Property

County and State

Acreeage of Property approx. 76 High Bridge, NJ Quad

(Place additional UTM references on a continuation sheet.)

1

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--	--	--

 Northing

2

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--	--	--

 Northing

3 Zone Easting Northing

4

☐ See continuation-sheet

(Describe the boundaries of the property on a continuation sheet.)

(Explain why the boundaries were selected on a continuation sheet.)

name/title Dennis N. Bertland

organization Dennis Bertland Associates date August 1997

street & number P. O. Box 11 telephone 908-689-6356

city or town Port Murray state NJ zip code 07865

Submit the following items with the completed form:

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNJ, Hunterdon County
New Hampton Historic DistrictSection number 7 Page 1

New Hampton is located in the Highlands physiographic province of the northwestern New Jersey in the broad rolling valley of the Musconetcong River which forms the boundary between Hunterdon and Warren Counties. The village hugs the south bank of the Musconetcong in a narrow strip of river bottom land at the foot of Schooley's Mountain, one of the long, wide ridges flanking the valley, just upstream from the mountain gap through which the region's principal north/south route has passed since aboriginal times. The linear settlement extends along about a half mile stretch of this early road (which was subsequently incorporated, in part, into the Spruce Run Turnpike and Route 31) from its river crossing at a water power site in-use by the time of Revolutionary War, and perhaps some years before. Except for the Lebanon Township Historical Museum, which occupies a 19th-century schoolhouse, and two or three businesses New Hampton is entirely residential. The surrounding landscape is a mix of wooded and open land interspersed with modern, low density residential development, the latter mostly concentrated at the north and south ends of the district.

The New Hampton Historic District encompasses the entire village, but excludes the adjoining modern residential development. An inventory of the district's resources forms part of this section, and all resources have been categorized as "contributing" or "non-contributing" to the district's significance. The contributing resources include forty-two buildings (three are 18th century, thirty-one 19th century, and eight 20th century), five structures (an iron truss bridge, #19; a well pump, #7; mill hydrosystem #17; a limekiln, #19; all 19th century; and an early 20th-century pump house, #12), and six sites, those of an 18th-century tavern (#12), an early 1800s distillery (#20), and the ruins of a 19th-century mill (#17), house (#36), and two outbuildings (#19). There are twenty-six non-contributing resources, which, except for one 19th-century house (#5) and the 20th-century shoddy mill (#17), are mostly 20th-century houses and small outbuildings. One resource, the truss bridge (#19), is individually listed on the National Register of Historic Places.

District buildings, for the most part, are gable-roofed vernacular structures of frame or, less commonly, stone or brick construction, dating to first three quarters of the 19th century and exhibiting simple stylistic embellishment typical of that era. The majority of them are dwellings with attendant outbuildings. Most have been enlarged or refurbished over the years. Modern improvements, while resulting in the loss or obscuring of early fabric and

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detailing in some cases, have been neither numerous nor disfiguring enough to mar the historic architectural character of the district.

In general, a rather tight streetscape of closely spaced buildings on small, narrow lots with short setbacks prevails throughout the district, a development pattern established at New Hampton by the end of the 18th century and one that characterizes many of the region's early settlements. At the north and south ends of the district, a few buildings, properties historically associated with agricultural or industrial uses, are more loosely grouped on larger lots. While district buildings typically face the road, at least one house (#35) was built perpendicularly to the road for a southern exposure, an orientation characteristic of the region's early architecture (photo #3). Picket fences delineate several village properties. With few exceptions (such as #30, the former Union Hotel, photo #10; #8, a dwelling; and the outbuildings at #19; photo #s 6 & 12) buildings generally are in good condition and well maintained; surrounding yards similarly are well groomed, often featuring large trees and mature plantings.

New Hampton's architecture is representative of the region's vernacular construction practices and building types. Comprising a majority of the district's dwellings are traditional, 2-story, gable-roofed house types with single-pile or double-pile plans, interior gable-end chimneys, and generally regular fenestration patterns of two to five bays. Such houses are ubiquitous in the region's 18th- and 19th-century housing stock. Examples with single-pile plans include #s 5, 7, 8, 19, 25, and 26 of which #s 7, 8, 25 and 26 appear to have side-hall plans (photo #s 11, 12, 20, 21, and 38). Most of these houses date to the first half of the 19th century. The district contains three dwellings with double-pile plans. One of its most impressive buildings, the Dusenbery House (#10, photo #s 14-16), which dates c. 1790-1802, has a double-pile, center-hall plan, as does a flat-roofed, mid-19th-century dwelling (#14, photo #29). The district's one double-pile, side-hall-plan house (#4) dates c. 1830 (photo #8). Although falling out of favor by the middle of the 19th century, traditional 1 and 1/2-story houses were prevalent throughout the region at an early date, and probably more common than the two-story types. New Hampton has seven single-pile examples ranging from the late 18th to the mid-19th century in date, #s 1, 2, 3, 11, 13, 16, and 29, of which #s 11, 13, and 16 evidently began as one-room-plan dwellings and were subsequently enlarged (photo #s 2, 7, 9, 17, and 31). Another district house (#35) appears to be a 1 and 1/2-story,

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single-pile dwelling which was built perpendicularly to the road, but whose entrance was subsequently moved to the gable end facing the road, mimicking the gable-fronted house type which became popular in the area during the middle of the 19th century (photo #3). The district also has an example of the small 1 and 1/2-story "bungalow" type houses which became popular in the region in the early 20th century, # 21, which was built on the foundation of an early building (photo #27).

Outbuildings of 19th- and 20th-century date are commonly associated with district buildings. Typically unadorned frame structures of small size, they include privies, small barns and sheds, and modern garages (photo #18). A larger building is the mid/late 19th-century stable at one of the village's former hotels (#12), a stone and frame, 2-story structure whose principal entrance original was located in the gable end facing the road and whose ground story retains iron tethering rings embedded in the stone walls. Attached to the rear of the hotel by a small hyphen is a 1 and 1/2-story out kitchen whose gable-end chimney serves a cooking fireplace (photo #26). The one farmstead associated with the district (#19) has remnants of a typical complex of agricultural outbuildings including a stone spring house and a bank barn (photo #6).

New Hampton also contains a number of institutional, commercial, and industrial buildings and sites. The c. 1825 New Hampton School (#16) is a well-preserved example of the substantial two-story schoolhouses erected in a number of prosperous villages throughout the region during the first half of the 19th century, often as private academies (photo #30). The stuccoed-stone, single-pile, gable-roofed building has one room on each story and a belfry at the south gable end. The entrance, however, is not located in that gable end but in the south end bay of the long wall facing the road. The building was sometimes used for religious services.

The district's historic commercial buildings encompass two stores and two taverns or hotels. Probably dating to the late 1700s or early 19th century, the Dusenbery/Simatton Store (#23) is a stone, gable-roofed, 2-story building bearing a resemblance to the 2-story, single-pile-plan house type but lacking the gable-end chimneys and fireplaces normally associated with region's early residential construction, the only evidence of an early heating system being stove pipe holes in the floor at the north end of the building (photo #23). The storehouse also differs from contemporary dwellings in that its front elevation has fewer windows rela-

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tive to its length. Sometime after 1851, it was converted into a dwelling, and the original internal arrangements are no longer evident. The building was later remodeled as a duplex, at which time the original wide central entry was blocked up and replaced by the flanking doors. The second store (#24), a 2-story brick building erected by Dr. McClenehan in 1859, conforms to the gable-fronted commercial type ubiquitous in the area throughout the 19th century (photo #22). As originally constructed, the 3-bay front featured a double-doored central entry flanked by large windows and sheltered by a full-width porch. It also is in residential use.

The district's two hotels date to the third quarter of the 19th-century and replaced earlier taverns. The older of the two, the c. 1850 Union Hotel (#30), is a substantial, stuccoed-brick building with a stone cellar and double-pile plan (photo #s 5 and 6). Featuring an asymmetrical gable roof, it is 2 and 1/2-stories high on the front elevation and 2-stories on the rear. Its long, 7-bay front facade has central entries on both the first and second stories, the latter opening onto the roof deck of the porch which extends the full width of the front. A second first-story entry probably provided access the bar room. The large frame rear additions were added in the 1950s to accommodate retail gift store then occupying the premises. The other hotel, the American House (#12), was constructed in 1862 (photo #s 24-26). Now in residential use, it is a 5-bay, 2 and 1/2-story, gable-roofed block of frame construction above a stone ground story and features a double-pile center-hall plan and gable-end chimneys. Central entries on both the ground story and first floor open onto the 2-story porch extending across the front. Flanking entries on the lower level provide access to what were bar and dining rooms. The first story accommodates more formal rooms including a large double parlor. This interior arrangement is characteristic of a number of the region's 19th-century taverns and hotels, such as the large stone tavern erected by Moore Furman at Pittstown, Hunterdon County, in the early 1800s ("The Old Pittstown Hotel," Washington Star, 2/13/1913).

The district's one surviving industrial resource is its former grist and shoddy mill (#17). The mill complex consists of the stone shell of a grist mill (actually the lower portions of its walls) which evidently was erected in the early 1800s and partially rebuilt for use as a shoddy (rag grinding) mill after its destruction by fire in 1906 and again in 1912 (photo #34). Adjoining the east side of the now roofless stone shell is a much larger 2-story,

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gable-roofed building of frame construction above a brick lower story whose metal-framed windows suggest a c. 1930s construction date (photo #s 32 and 33). The mill complex was again damaged by fire in 1941; the stone and brick portions, at least, survived, and the building evidently was repaired later that year. The frame upper story was added in more recent years, and the building converted to residential use. Elements of the mill's hydrosystem include portions of the breached mill dam and the tail race (photo #36). Just northwest of the mill between the tail race and the river is the site of the stone, 2-story distillery (#20) which evidently was erected by Dr. Samuel Fell in 1815-17; only traces of its foundation remain.

- The district contains one transportation-related resource, an iron truss bridge (#18) individually the National Register of Historic Places (photo #s 37 and 39). The well-preserved bridge is a Pony pratt truss span of eight cords with end posts detailed as octagonal columns and stone abutments. It was fabricated in 1868 by William Corwin of Lambertville, New Jersey.

While the exteriors of some district buildings are quite unadorned, many exhibit at least some decorative embellishment, typically at the roof eaves and front entry, and several are rather elaborately detailed. The detailing of New Hampton's mostly vena-cular buildings derives from several of the styles popular in the 18th, 19th, and early 20th centuries. The pronounced impact of the classically based styles of the 18th and early 19th centuries on local builders can be seen in the symmetrical fenestration patterns and floor plans that characterize many district dwellings. More specifically Georgian style influences are evident in the architrave window moldings of one early district building, the Dusenbery/Simaton Store (#23), and more noticeably at the late 18th-century Dusenbery House (#10), the district's largest and most impressive dwelling. The exterior of the Dusenbery House exhibits such characteristic Georgian elements as splayed window lintels and blind gable oculi with articulated keystones and a modillion cornice (restored by the present owners) which is returned across both gables as a pented pediment, the latter a feature typical of early Delaware Valley architecture not commonly found in Hunterdon County (photo #s 14-16). The well-preserved interior is distinguished by Georgian fireplace wall treatments in the two front parlors which, while somewhat provincial in design and execution, include robustly molded cornices, overmantels, and flanking cupboards and pilasters. Federal and Greek Revival style influences are apparent in the

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cornice and entry treatments of several dwellings, #s 4, 25, 26, and 34 (photo #s 8, 20, and 21). The best expression of the Greek Revival style, however, is the 1820s New Hampton School (#15) which features a flat-roofed belfry with denticulated entablature and plain corner pilasters, as well as a full entablature at the roof eaves and Grecian ovolo molded door panels (photo #30). The building also is notable for the "penciling" (to use the traditional term) of its stucco cladding in a checkered pattern to resemble ashlar stone, a rare local example of that decorative treatment.

Several of the Victorian revival styles also influenced village builders in the middle decades of the 19th-century. Italianate and Gothic Revival style motifs, in particular, are found throughout the district. Several buildings have the boxed overhanging eaves (three houses, #s 8, 11, and 35) or the bracketed cornices (both hotels, #s 12 and 30, the McClenehan store #24, and one dwelling, #14), in one instance, #14, in combination with a flat or low pitched roof, features characteristic of the style (photo #s 3, 6, 12, 17, 22, 24, 25, and 29). The imprint of the Gothic Revival is evident in the tracery and spandrel brackets ornamenting both hotel porches (#s 12 and 30), the front cross gable of one dwelling (#11), the raked window cornices at #25, and the octagonal porch posts of #14 (photo #s 6, 17, 24, and 25). The turned porch post and small-spandrel brackets of the latter dwelling is an embellishment of Queen Anne style derivation (photo #17).

Early 20th-century Colonial Revival influences are limited the bracketed entry hoods added to two houses, #s 4 and 25 (photo #s 8 and 21). The Craftsman style had a slightly wider impact in New Hampton, as seen in the detailing of a few houses remodeled or built at that time, such as the stucco siding applied to #15, the overhanging eaves and stick-bracketed entry hood of #21, and the shed dormer and porch with heavy posts added to #2 (photo #s 27 and 31). Craftsman style influences are also evident in the "rustic cabin" cottage with split-log siding and field stone exterior chimney at site #27 (photo #13).

In the following inventory each principal structure and site is identified by a number which locates it on the accompanying district map. All entries are categorized as "contributing" or "non-contributing" to the significance of the district. All out-buildings, other than modern sheds, are identified as contributing or non-contributing with the designations (C) and (NC) and included in the resource count.

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District Inventory: Lebanon sites #s 1-18, 20-35; Wash. #s 18-19 & 36.

- 1 16 Musconetcong River Rd. Gable-roofed, 1 and 1/2-story, single-pile dwelling consisting of a frame, 3-bay main block with stone bank cellar (almost fully above grade on the front), interior north-gable-end chimney (stuccoed stack), and rear shed appendage; a stuccoed, 2-bay, 2-story east wing (slightly lower than the main block) with interior north gable-end chimney (stuccoed stack); and a 1-story, 3-bay further east addition.

Style: none

Date: main block, c. 1810-40; east wing, mid/late 19th; east addition, mid 20th.

Description: Exterior features include clapboard siding on the main block, boxed overhanging eaves, 6/6 and 9/6 sash windows, an off-center main block basement-level entry, a shed-roofed, 2-story, 1-bay, main block entry porch with square posts, and a shed-roofed east addition porch. A main block first-story entry has been removed.

Outbuildings: (1) concrete block, roofless, 2-bay garage (mid 20th) with cobblestone veneer (NC); (2) small, stuccoed, roofless outbuilding (mid 20th) (NC); (3) square stone well curb (mid 20th) (NC).

Contributing

B73/L7

Photo #2

- 2 18 Musconetcong River Rd. Frame, 1 and 1/2-story, gable-roofed, 3-bay, single-pile dwelling with a stone bank cellar, interior south gable-end chimney, and shed-roofed rear appendage which extends 1-bay beyond north gable end.

Style: Craftsman embellishment

Date: c. 1810-40

Description: It has clapboard siding, overhanging eaves, a shed dormer, mostly 6/6 sash windows, end-bay basement and first-story entries, and a shed-roofed porch with large square posts.

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Outbuildings: (1) small, cobblestone gable-roofed cottage (mid 20th) (NC); (2) frame, 1-story barn (c. 1970-90) (NC); frame octagonal gazebo (c. 1990) (NC).

Contributing B73/L8

- 3 20 Musconetcong River Rd. Frame, 1 and 1/2-story, gable-roofed, 4-bay, single-pile dwelling (set perpendicularly to the road facing south) with modern exterior chimneys, and a small south gable-end appendage.

Style: Craftsman embellishment

Date: c. 1800-40

Description: The exterior features wood shingle siding, overhanging eaves, 6/1 sash (replacements) windows with batten shutters, and a shed-roofed porch with square posts.

Contributing

B73/L8.01

Photo #7

- 4 28 Musconetcong River Rd. Stuccoed-stone, 2-story, gable-roofed dwelling with a double-pile, side-hall plan, and interior gable end chimneys (brick stacks with corbelled drip caps); frame, shed-roofed rear appendage, and frame, 1-story south addition with small shed appendage.

Style: Federal influences, Colonial Revival embellishment

Date: c. 1830; John Prall purchased the 1/2-acre lot on which it stands in 1828 for \$100 (Hunterdon Deeds, Book 45, page 361). Historic maps (Cornell, 1851 & Beers, 1873) and an historic photograph ("View of Main Street, New Hampton," Lebanon Township Museum) indicate that the Prall family's furniture factory, a large frame structure, stood behind the house. The factory was demolished around 1906 ("New Hampton," The Washington Star, 12/13/1906).

Description: It has a box cornice with bed molding, later overhanging eaves, 6/6 sash windows with modern shutters, a recessed entry with transom, 8-panel door, and matching paneled reveals (raised panel fields), and gabled Colonial Revival entry hood with stick brackets.

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Contributing

B73/L10

Photo #8

- 5 30 Musconetcong River Rd. Frame, 2-story, gable-roofed, single-pile dwelling with exterior brick north gable-end chimney, shed-roofed 2-story front appendage (whose lower story because of the sloping ground is roughly level with the dwelling's basement), and 1-story shed-roofed north appendage.

Style: Colonial Revival embell.

Date: mid 19th

Description: It has aluminum siding, overhanging eaves, mostly 1/1 sash (replacement) windows, screened rear porches, and centered front appendage entry with a mid-20th-century Colonial Revival surround incorporating pilasters and segmental pediment flanked by large multi-pane windows. The date "1855" is inscribed on a small plaque above the entry.

Outbuildings: (1) frame, 2-bay garage (mid 20th) (NC).

Non-contributing B73/L11

- 6 32 Musconetcong River Rd. Frame, 1-story dwelling with attached 2-bay garage.

Style: none

Date: mid 20th

Non-contributing B73/L12.01

- 7 34 Musconetcong River Rd. Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling with interior north gable-end chimney (brick stack) and a 1 and 1/2-story rear wing with shed appendage.

Style: none

Date: c. 1813-30, perhaps somewhat earlier. It is located on a 2.25-acre lot (which then included site #s 5 and 6) sold by Samuel Bowlby to David Parke in 1813 for \$200 (Hunterdon County Deeds, Book 22/page 13).

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Description: Exterior features include box cornices, later overhanging eaves, 1/1 sash (replacement) windows, central front entry, and a hip-roofed, 3-bay porch with heavy square posts and closed railing.

Outbuildings: (1) cast-iron well pump (late 19th/early 20th) (C); (2) frame, 2-bay garage (mid 20th) (NC).

Contributing

B73/L12

Photo #11

8

36 Musconetcong River Rd. Frame, 2-story, gable-roofed, dwelling consisting of a 3-bay main block with evidently a single pile side-hall plan, a 2-bay west gable-end extension (whose lower second-story windows suggest that its roof may have been raised to correspond to that of the main block); and a rear ell with shed appendage. The chimney stacks evidently were removed when the present roofing was installed.

Style: Italianate influences

Date: mid 19th, perhaps earlier in part, but not before 1810. It is located on a 1/2-acre lot conveyed by Samuel Bowlby, Sr., to Joseph Bowlby in 1810 for \$20 (Hunterdon County Deeds, Book 22/page 13).

Description: The deteriorating house features clapboard siding, boxed overhanging eaves with frieze and crown and bed moldings, 2/2 and 6/6 sash windows with louvered shutters, an end-bay front entry, and a collapsing front porch with square-spindle railing.

Outbuildings: (1) frame, 2-bay, 1-story shop/garage (early 20th) with vertical siding and collapsed appendage with corrugated metal siding (C); (2) frame, shed-roofed chicken coop (early 20th) with vertical siding, multi-pane windows, and batten door (C). The front yard is retained by a low rubble stone wall.

Contributing

B73/L13

Photo #12

9

38 Musconetcong River Rd. Frame, 1 and 1/2-story dwelling with asymmetrical gable-end facade, brick exterior north

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chimney, and a 2-story rear appendage.

Style: Craftsman influences

Date: early 20th, may incorporate an earlier structure.

Description: It has aluminum siding, overhanging eaves with exposed rafter ends, 1/1 sash windows, and a hip-roofed front porch with overhanging eaves (exposed rafter ends), heavy square posts, closed railing; the porch is enclosed with 1/1 sash windows.

Outbuildings: (1) frame, 2-story, gable-roofed barn/stable (mid/late 19th) with vertical and batten door (C).

Contributing

B73/L13.01

Photo #14

10

40 Musconetcong River Rd. (Dusenbery House). Coursed rubble stone, 2-story, 5-bay, gable-roofed dwelling with a double pile center-hall plan, interior gable-end chimneys (brick stacks with corbelled drip caps and water tables) and a cellar which is partially on the front and sides.

Style: Georgian

Date: c. 1790-1802; Henry Dusenbery referred to the property in his will as "my Homestead Stone Mansion house and lot situated in New Hampton aforesaid, containing half an acre bought of [brother] William Dusenbery and wife" (New Jersey Wills 3373J). Since William Dusenbery left New Hampton for the West in 1799, his brother most likely acquired the property before that time (The Dusenbery Story, page 32 & NJ Wills #3373 J). While the will can be understood to mean that Henry purchased either the house and lot or just the lot from his brother, it seems more likely that the former, who was prospering at New Hampton, rather than the later, who moved west to try his fortune, was responsible for its construction. The house was certainly extant by 1802, in which year Henry Dusenbery's house and lot had the highest assessment of any such property in Lebanon Township and almost double that of other identifiable house lots in New Hampton (Lebanon Township Tax Ratables, 1802).

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Description: The stonework incorporates a plain water table at the level of the first floor, segmentally arched lintels of cut stone voussoirs above the cellar windows and entry and spanning those of the rear elevation, flat cut stone lintels above the other windows, each consisting of a projecting key stone and flanking stones with splayed ends, and a blind oculus at both gable peaks with voussoirs and projecting keystones at the quadrant points. Other features include a denticulated box cornice which is returned fully across both gables (restored in recent work, based on ghosts of removed cornice on the south gable) and covered with small pent roofs, architrave rake boards on both gables, mostly 9/6 sash windows with architrave trim, vertical wooden grills covering the smaller cellar windows, and an elaborate entry surround, installed in recent restoration work, which incorporates a denticulated pediment, fluted pilasters and double-leaf raised panel door.

The present entry replaces a deteriorated, mid-19th century Greek Revival entry stoop with octagonal posts.

The interior retains much original fabric including Georgian fireplace wall treatments in both first story front rooms, a denticulated cornice in the northwest front room, shouldered architrave door trim, raised-panel doors, paneled window reveals, and an open staircase with molded square newel posts, molded handrail, and turned balusters. The two parlor mantels are comprised of shouldered architrave surrounds, robustly molded cornices, and overmantels (architrave frames with plaster fields); to one side of each is a round-arched cupboard with flanking pilasters in the northwest room and architrave surround in the southwest room. The kitchen in the southeast corner of the first story has a large timber-linteled cooking fireplace.

Outbuildings: (1) small frame shed (mid 20th).

Contributing

B73/L14

Photo #s 14-16

11

42 Musconetcong River Rd. Frame, 1 and 1/2-story, gable-roofed, single-pile dwelling (possibly built in two sections) with interior gable-end chimneys (stuccoed stacks with water tables and drip caps), a shed-roofed rear appendage, and a

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shed-roofed north appendage whose roof slope is hidden by a "false front" or parapet wall.

Style: Gothic Revival influenced embellishment

Date: early 19th; north half possibly before 1808 when the site was conveyed by William Wolever to Richard Rounsaville for \$552 (Hunterdon Deeds, Book 15/page 361).

Description: Among the exterior features are aluminum siding, boxed overhanging eaves, central front gable, 2/2 and 1/1 sash (replacement) windows, inner-bay entry with glass-and-panel door, and a flat-roofed front porch with box cornice, spandrel brackets, and turned posts. A modern window has been inserted in the front end of the north shed appendage.

Outbuildings: (1) frame, 2-story, gable-roofed barn/stable (mid/late 19th; residential conversion mid 20th) with overhanging eaves, clapboard siding, and sash windows (C); frame privy (late 19th/early 20th) with clapboard siding and batten door (C).

Contributing

B73/L15

Photo #s 17-19

12

44 Musconetcong River Rd. (former American House) Frame, 2 and 1/2-story, gable-roofed, 5-bay hotel with a double-pile center-hall plan, bank cellar which is fully above grade on the front, and interior gable-end chimneys (brick stacks with corbelled drip caps); attached to the rear by a small hyphen is a 1-story, gable-roofed, 2-bay out kitchen wing with interior gable-end chimney (brick stack with corbelled water table and drip cap) and stone foundation incorporating a cistern.

Style: Italianate, Gothic Revival, & Greek Revival influences

Date: 1862; Jacob P. Thomas's August, 1862 tavern license petition refers to "his new tavern house now being completed ...near to his old tavern...in New Hampton" (Hunterdon Tavern Licenses, Jacob P. Thomas, 1862). The new building stands on the "yellow house lot" which Thomas had purchased, along with the old tavern to the north, in April of that

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year. The latter premises was "the tavern house and lot" sold by the estate of Jacob Johnston in 1853, the same tavern property which Johnston had purchased from Henry Dusenbery's executors in 1828 (Hunterdon Deeds, Book 126/page 473, Book 105/page 428, and Book 46/page 189). According to the present owner, the kitchen wing predates the main block, and was erected c. 1840.

Description: The front is dominated by a 2-story, 5-bay porch with bracketed cornice, large square posts with molded capitals, "springers," and bases, a tracery railing on the upper level, and on both levels curved bracket-like spandrel ornament (foliated below, "scrolled" above) with tracery central pendants creating an arcaded effect within each bay between the posts. The upper, or first-story, central entry features double-leaf 4-panel doors with bolection moldings, transom, and molded transom bar set; it is set within a shallow recess whose reveals are faced with long recessed panels edged with Grecian ovolo molding and whose surround is articulated with flanking pilasters and arched tracery screen at its head. The ground story has a central entry double leaf 4-panel door (upper panels round-arched) and stained glass transom with the inscription "American House" and flanking entries between the window bays with 4-panel doors. All three entries are recessed with reveals lined with panels matching those of the doors. Other exterior features include clapboard siding, flush horizontal siding on the porch walls, box cornice with elaborate scroll brackets, crown and bed moldings, wide frieze, and returns that is carried on the raking eaves, 2-light attic-story windows between the cornice brackets, and 4/4 and 2/2 sash windows with plain trim.

The interior retains much early fabric included architrave door and window trim, panel doors, sliding "pocket" doors connecting the two first-story south parlors, simple Greek Revival style mantels with plain pilasters, an open staircase rising three stories, and molded plaster ceiling ornament.

Outbuildings: (1) frame pump house (early 20th) with vertical bead-board siding, overhanging eaves, and batten sliding door (C); (2) frame, 3-bay, 2-story, gable-roofed stable/barn (mid/late 19th, enlarged c. 1972) with a stone ground story, clapboard siding, boxed overhanging eaves, mostly 6/6 sash windows, and a large 3-bay cross gabled addition; iron rings

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for tethering horses are attached to the interior stone walls (C); (3) frame, 2-story, gable-roofed out building (mid/late 19th, subsequently reworked; said to have been used as an ice house) with embanked stone ground story (partially rebuilt in concrete block) which is fully above grade on the north side, vertical siding and overhanging eaves; the south end by is largely of hewn timber, mortise and tenon construction (C); (4) the stone retaining wall extending northwards from the latter's northwest corner is said to be part of the old tavern foundation (C).

Contributing B73/L16

Photo # 24-26

13

48 Musconetcong River Rd. Frame, 1 and 1/2-story, gable-roofed, 4-over-5-bay, single pile dwelling (evidently built in two parts, a 2-over-3-bay unit with 2-bay north addition) with interior chimney (stuccoed stack) and rear appendage.

Style: none

Date: c. 1800-40

Description: It has aluminum siding, overhanging eaves, mostly 1/1 sash (replacement) windows, modern casement attic-story front windows, front entry with 6-panel door, and a 3-bay front porch with large square posts.

Outbuildings: (1) frame, gable-roofed privy (late 19th/early 20th) with vertical siding and batten door (C); (2) frame, 1-bay, gable-roofed garage/shop (early 20th) with shed-roofed appendage, clapboard siding, and batten sliding door (C).

Contributing

B73/L17

14

54 Musconetcong River Rd. Frame, 2 and 1/2-story, 5-bay dwelling with a flat or low-pitched roof, paired interior end-wall chimneys (brick stacks), double-pile, center-hall plan a small shed-roofed rear appendage, and a 3-bay, 1-story, hip-roofed north addition which incorporates a garage.

Style: Italianate/Greek Revival/Gothic Revival influences

Date: c. 1850-70

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Description: Supported by scroll brackets, the wide box cornice at the eaves has crown and bed moldings and a wide frieze pierced between the brackets by small attic-story windows which are covered cast-iron grills with arabesque ornament. Other exterior features include aluminum siding, 6/6 sash windows with modern shutters, a central front entry with sidelights, transom, wide molded transom bar, plain flanking pilasters, and panel door, and a flat-roofed, 1-bay entry porch with scroll-bracketed entablature and octagonal columns with molded capitals and bases.

Outbuildings: The front yard is retained by a low rubble stone wall.

Contributing

B73/L18

Photo #s 28-29

15

57 Musconetcong River Rd. (Lebanon Township Museum, former New Hampton, or District #8, School). Stuccoed-stone, 2-story, gable-roofed, 4-bay, single pile school with square flat-roofed belfry at the south end.

Style: Greek Revival

Date: mid 1820s; while later 19th-century sources state it was erected in 1823; the 1825 deed for the site notes that the conveyance was contingent that the trustees "erect or cause to be erected upon said lot a suitable building for a schoolhouse," and also specified that the building might be used for religious purposes (Snell, History of Hunterdon County, page 454; Conklin, "History of Schools, Hunterdon County, New Jersey," page 14; Hunterdon County Deeds, Book 39/page 235). Conklin noted that the buildings was "thoroughly repaired, remodeled and refurnished with the best seating in 1874 at large expense."

Description: The stucco is incised (or "penciled" to use the traditional term) in a checkered pattern to resemble ashlar stone; a small section of irregular ashlar stonework to the left of the entry evidently was exposed to view during recent restoration work. The belfry has a denticulated entablature, plain corner pilasters, flush horizontal sheathing and louvered openings. Other features include an entablature with returns that is carried on the raking eaves (the front and

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rear cornices appear to have been rebuilt to accommodate built-in gutters), 6/6 sash windows with modern panel, and a recessed, end-bay entry with 4-panel door (recessed panels outlined with Grecian ovolo molding) and plain reveal panels.

The well-preserved interior features one large room on each floor, a vestibule in the southwest corner with the staircase to its rear.

Outbuildings (1) two, frame privies (early 20th), one with gable-end entry and the other sidewall entry, and with overhanging eaves, vertical siding, and battens doors (C); (2) frame shed (late 20th).

Contributing

B71/L4

Photo #30

16

55 Musconetcong River Rd. Frame, 1 and 1/2-story, gable-roofed, 4-bay, single-pile, dwelling (evidently a one-room-plan dwelling enlarged to the north with a 2-bay, one-room-plan north extension) with interior chimney (integral to the south unit, stucco stack), bank cellar fully above grade at the south end, and small rear appendages.

Style: Craftsman embellishment

Date: c. 1833-45. It stands on a 1/2-acre lot sold by Robert Simaton to John A. Smith in 1833, described in that conveyance as containing a wheelwright shop (Hunterdon County Deeds, Book 116/page 159). The 1874 Hunterdon County atlas depicts a wheelwright shop just south of the house (Beers, Atlas of Hunterdon County, NJ, page 17).

Description: It has stucco siding on the main block, clapboard siding on the appendages, boxed overhanging eaves, 6-light attic-story front windows, 2/2 sash (replacement) windows, and a shed-roofed front porch enclosed with 6/1 sash windows above a shingled railing.

The interior retains some early fabric, most notable a first-story fireplace whose simple mantel incorporates Grecian ovolo molding.

Outbuildings: (1) frame, hip-roofed garage (c. 1915-35) with

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novelty siding and batten sliding doors (C) (2) long, narrow, frame shed (late 19th), built in two parts with board-and-batten siding, overhanging eaves, and batten doors (C).

Contributing

B71/L2

Photo #31

17

1 Shoddy Mill Rd. (former shoddy mill). Large, 2-story, gable-roofed mill building comprised of a stone foundation (partially above grade on the north and west sides), a brick (common bond) first-story (6 bays wide and 4 bays deep), and a frame second-story (5 bays wide and 3-bays deep). At the north end is a frame, 1-bay appendage of 2-stories above a ground story (in part concrete block) that is fully above grade; roofless stone shell abuts north side (see outbuildings below).

Style: none

Date: main block brick probably c. 1930s, perhaps around the time renovations were made in 1932 ("Mill Addition at New Hampton," The Washington Star, 9/22/1932). When the mill complex was damaged by fire in 1941, a newspaper article noted that the sheet-metal clad storage building was destroyed but that the brick and stone portions of the building which housed the machinery were not damaged ("Felt Mill At New Hampton Is Damaged By A Big Fire," The Washington Star, 1/23/1941). The building was repaired and enlarged later in 1941 ("New Hampton," The Washington Star, 10/28/1941). The frame upper story and wing added in more recent years.

Stone ruins (see outbuildings below) are 19th century, probably early 1800s on site of earlier mill. The 1881 county history (Snell, page 450) credits Henry Dusenbery with the construction of the then extant mill in 1800; he, however, did not acquire the property until 1807 (Hunterdon County Deeds, Book 14/page 190). Newspaper articles of 1906 give its construction date as 1812 and 1814 with Caleb Dusenbery, Henry Dusenbery's eldest son, credited with its construction in the latter year ("Fire Destroys Old New Hampton Mill," The Washington Star, 7/5/1906; "New Hampton," The Washington Star, 12/13/1906). An 1851 auction advertisement describes it as a "three story Stone Grist Mill, 45 by 50 Ft., with three pair of Stones and two Water Wheels" ("Vendue Execu-

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tor's Sale...of Robert Simaton, des...James Lomerson, Executor, July 31, 1851," Belvidere Intelligencer, 9/4/1851). It was rebuilt after a fire in 1906 for use as a shoddy mill with the walls lowered to 1-story height using lumber taken from a demolished brush factory in nearby Glen Gardner, and rebuilt again after a 1912 fire; in the latter work a sheet-iron clad building, 18 by 20 ft., was built to store the ground shoddy which was blown into it from the grinding machines in the mill ("Fire Destroys Old New Hampton Mill," The Washington Star, 7/5/1906; "New Hampton," The Washington Star, 12/6/1906; "New Hampton Has A Blaze" The Washington Star, 11/14/1912; "New Hampton," The Washington Star, 12/5/1912; and "New Hampton," The Washington Star, 1/2/1913).

Description: The first-story window and door openings of the brick portion have stretcher lintels, and most of the windows retain metal sashes and frames. The two east entries (one double-width) have modern doors; the south entry has been boarded over. The upper story features aluminum siding and multi-pane sash windows.

Outbuilding/site features: (1) abutting the west wall is a roofless, coursed rubble stone ruins (the first story of an early 1800s grist mill rebuilt as a 1-story shoddy mill in 1906) with an irregular fenestration; on the south side the wall rebuilt partially in block framing three windows (C). Remnants of (2) the mill's hydrosystem survive including the breached, stone mill dam and across the road on block 72/lot 20 the tail race (C); the remainder of the raceway which evidently passed along the north side of the stone mill has been mostly filled in. North of the mill is (3) a modern in-ground swimming pool (NC).

Non-contributing B71/L1.01

Photo #s 32-36

- 18 Hunterdon/Warren County Bridge # L95W. Pony pratt truss bridge of eight cords with stone abutments.

Style: none

Date: 1868, date embossed at the top of one end posts.

Description: The four end posts and the top rails on both

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sides are octagonal in section. The end posts are detailed as columns with molded bases and capitals. Embossed on one the rails is "Built for the Freeholders of Hunterdon and Warren Counties by Wm. Cowin Lambertville."

Contributing

Photo #s 37 & 39

19

258 Rymon Rd. Frame, gable-roofed, 2-story, 4-bay, single-pile dwelling with interior gable-end chimneys (brick stacks with corbelled drip caps) and a rear ell with interior gable-end chimney (brick stack with corbelled drip cap).

Style: none

Date: mid 19th

Description: Exterior features aluminum siding, overhanging eaves, 6/6 and 1/1 (replacement) sash windows, inner-bay front entry with modern door, and gabled 1-bay entry porches on the front and rear ell.

Outbuildings: (1) frame, 1 and 1/2-story, gable-roofed wood shed (19th) with clapboard siding (C); (2) stone, 1-story, roofless springhouse (mid 19th) with gable-end entry (C); (3) the collapsed ruins of a frame bank barn with stone foundation (C); (4) two frame shed-roofed chicken coops (early 20th) with vertical siding (C); (5) and a short distance downstream from the complex a stone limekiln (19th) whose front wall has partially collapsed (C).

Contributing

B28/L

Photo #38

20

Shoddy Mill Rd. Site of the distillery, which as depicted in an old photograph, was a stone, 2-story, gable-roofed building ("Front view of Old Distillery," Lebanon Township Historic Museum); traces of the foundation remain.

Style: none

Date: early 19th, probably 1815-17 by Dr. Samuel C Fell who purchased the lot for \$30 in 1815 and sold it to Henry Dusenbery (his father-in-law) for \$3,500 in 1817 (Hunterdon County Deeds Book 25/page 109 and Book 28/page 17). An 1851 auction advertisement describes it as the "two story Stone Still

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House, 35 by 35 feet." ("Vendue Executor's Sale...of Robert Simaton, des.....James Lomerson, Executor, July 31, 1851," Belvidere Intelligencer, 9/4/1851).

Contributing B72/L20

- 21 51 Musconetcong River Rd. Frame, 1 and 1/2-story, 3-bay, gable-roofed dwelling (rebuilt on stone foundation and incorporating hewn-timber floor framing of an earlier building which is said to have been badly fire damaged) with a rear addition which has an interior gable-end chimney (brick stack with corbelled drip cap).

Style: Craftsman influences

Date: c. 1915-30; foundation and floor framing, early/mid 19th. It is located a .23-acre lot sold by Robert Simaton to George Connolly in 1833 and described as containing a "dwelling house and blacksmith shop" (Hunterdon County Deeds, Book 56/page 520).

Description: It has clapboard siding, overhanging eaves with exposed rafter ends, 1/1 sash windows, and a central entry with a stick-bracketed gable hood which breaks the eaves line.

Contributing B72/L22 Photo #27

- 22 49 Musconetcong River Rd, (faces Shoddy Mill Rd.). Frame, 1 and 1/2-story, gable-roofed, dwelling with a rear ell.

Style: none

Date: c. 1980s

Non-contributing B72/L21

- 23 47 Musconetcong River Rd. (former Dusenbery/Simaton Store) Stone, 2-story, gable-roofed, single-pile storehouse (later converted into a dwelling) with a 3-over-5-bay front fenestration and modern, stone, exterior, north gable-end chimney; large, frame, gable-roofed rear wing with shed appendage.

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Style: Georgian influences

Date: late 18th/early 19th; rear wing, possibly 19th, re-modeled c. 1980. It stands on Henry Dusenbery's "storehouse lot" (Hunterdon County Deeds, Book 52/page 411). An 1851 auction advertisement describes it as "a stone Store House, 18 by 42 feet." ("Vendue Executor's Sale...of Robert Simaton, des.....James Lomerson, Executor, July 31, 1851," Belvidere Intelligencer, 9/4/1851).

Description: The coursed rubble walls are more regular on the front elevation, incorporating rough-squared stonework and corner quoins; the north gable end-wall has been stuccoed and the central first-story entry has been blocked up. Other features include a box cornice, flush raking eaves, door and window frames with ogee or ovolo outer moldings, 1/1 and 8/8 (replacement) sash windows, batten shutters hung on strap hinges, and paired inner-bay front entries with modern glass-and-panel doors which were installed to accommodate its conversion into a duplex dwelling; they the original wide central entry which was then blocked up. The rear wing has aluminum siding and a variety of modern windows.

Outbuildings: (1) frame, 1-story, 2-bay garage (c. 1980s) (NC); a picket fence encloses the front yard.

Contributing

B72/L18

Photo #23

24

45 Musconetcong River Rd., (former McClenehan general store). Brick, 2-story, gable-roofed, store with 3-bay, gable-end front, stone foundation, and interior chimney (brick stack).

Style: Italianate influences

Date: 1859, possibly not finished until 1866; "Agreement between Robert M. McClenehan [owner] and Edwin Valentine [contractor]," 5/5/1859 to construct a brick storehouse at New Hampton and "Agreement between Martin Obrine [sic] and Daniel Obrine [sic] and Samuel B. Soden, 8/25/1866, "for carpentry work and materials necessary to build a brick store...according to plans and specification of Samuel B. Soden."

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Description: Exterior features include a box cornice with crown and bed moldings, friezes, returns, and paired scroll brackets, diamond-shaped front gable window, 2/2 and 1/1 (replacements) windows, and brick water table. The original central front entry with double-leaf doors and large flanking windows was replaced with an end-bay entry during residential conversion. Except for its stone foundation, the porch also is modern fabric. An historic photograph reveals the original porch to have had a bracketed box cornice and large square posts. (One Town Around, page 73).

Contributing

B72/L17 -

Photo #22

25

43 Musconetcong River Rd. Stone, 2-story, gable-roofed, 3-bay dwelling with a single-pile, side-hall plan, an interior south gable-end chimney, and a frame, slightly lower, 2-bay north extension; to the rear of the latter is a large, 3-bay, 2 and 1/2-story rear wing whose roof protrudes above the roof ridge of the north extension

Style: Federal influences; Italianate, Gothic Revival, and Colonial Revival influenced embellishment

Date: c. 1820s; frame north addition mid 19th (perhaps earlier and remodeled); rear wing, mid 19th, its attic story 20th). Said to be the house of Joseph Warren Dusenbery, the son of Henry Dusenbery, who was married in 1822. The father died in 1825 and the son in 1831, and in 1835 the house and lot were occupied by the latter's widow, Margaret, set off by court action as part of her dower (Hunterdon County Surrogate Book 1/page 393 and Book 52/page 411; The Dusenbery Story, page 38). This court action evidently superseded the sale of the .3-acre property in 1834 by Henry Dusenbery's executors to Samuel C. Bowlby and from him one month later to Margaret Dusenbery (Hunterdon County Deeds, Book 58/page 490 and 493).

Description: The stone main block features a molded box cornice, flush raking eaves, 9/6 sash window with architrave trim, a recessed entry with 8-panel door, matching reveal panels, and transom, and Colonial Revival gabled hood. The frame additions have clapboard siding, boxed overhanging eaves (north addition with crown and bed moldings, 9/6 sash windows with raked cornices and louvered shutters, gable wall

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dormers on the rear ell, and at the latter's south gable peak an oval window with radiating muntins.

Outbuildings: (1) frame shed (mid 20th).

Contributing B72/L16 Photo #21

26

41 Musconetcong River Rd. Stuccoed-stone, 2-story, gable-roofed dwelling with a single-pile, side-hall plan, an interior north gable-end chimney (brick stack), and a rear ell which evidently began as a stone 1 and 1/2-story structure and was raised up in frame to 2-story height and enlarged on the south.

Style: Greek Revival influences

Date: c. 1839-40; the lot on which this house stands was sold in 1839 by Henry Dusenbery's executors to William H. Parke for \$65 in a conveyance which described it as half of the lot in New Hampton "formerly called the tanyard lot" (Hunterdon County Deeds, Book 76/page 511).

Description: Exterior features include stucco and clapboard siding (the stucco has been partially removed exposed the rubble stone walls), box cornice with crown and bed moldings, flush raking eaves, 2/2 (replacement) sash windows with architrave trim and louvered shutters, and end-bay entry with transom, sidelights, and vertical-two-panel door, and a modern shed-roofed screened porch; a modern wooden deck has been added to the rear.

Contributing B72/L15 Photo #20

27

33 Musconetcong River Rd. Frame, 1-story, gable-roofed dwelling.

Style: none

Date: c. 1950s

Outbuildings: (1) frame 2-bay garage (c. 1950s) with shed appendage (NC); (2) frame, 1-story, gable-roofed cottage (c. 1920s) with split-log siding, exterior field stone chimney on the north gable end, overhanging eaves, 6/6 sash windows, and

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an off-center entry with glass-and-panel door (C).

Non-contributing B72/L13 Photo #13

- 28 31 Musconetcong River Rd. Frame, 1-story, gable-roofed, dwelling with attached garage.

Style: none

Date: c. 1960-75

Outbuildings: (1) small, frame, 1-story, out building (late 19th/early 20th) with board-and-batten siding (saw-tooth-edged on the gable sheathing); multi-pane sash windows, and modern rear appendage; it is said to have been originally railroad property and moved to the site (C).

Non-Contributing B72/L13.01

- 29 29 Musconetcong River Rd. Frame, gable-roofed, 1 and 1/2-story, 3-bay, single-pile dwelling with a interior south gable-end chimney (brick stack) and a bank cellar that is fully above grade on the rear elevation.

Style: none

Date: c. 1790-1820

Description: Exterior features include clapboard siding, box cornice, slightly overhanging raking eaves, and a central entry with modern batten door (diagonal boards) flanked by oversized modern multi-pane windows. The roofless entry stoop and rear deck are modern additions.

Contributing B72/L12.01 Photo #9

- 30 27 Musconetcong River Rd. (former Union Hotel). Brick (stuccoed on front and south gable end), 2 and 1/2-story, 7-bay, double-pile hotel with an asymmetrical gable roof (rear slope eaves at attic-story floor level), interior gable-end chimneys (brick stacks with corbelled drip caps), a bank cellar that is fully above grade on the rear elevation, and a 1-story, shed-roofed, frame appendage on the south gable end; to the rear is a 3-bay, 2-story addition of frame construction above a concrete-block ground story and with small

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appendages.

Style: Italianate, Gothic Revival influences

Date: c. 1850; an 1851 deed for the property makes reference to "the brick tavern house" on the location of the present building; the conveyance from Joseph Johnston and wife to George G. Johnston reserved the use of a stone house on the property, presumably the roofless stone shell standing just south of the brick hotel in an old photograph and identified as the "old tavern" (Hunterdon County Deeds, Book 100/page 586 and "View of Main Street, New Hampton," Lebanon Township Historical Museum). The frame rear appendages were added after 1950.

Description: The boxed overhanging eaves are detailed as an entablature supported by scroll brackets and between the brackets on the front 2-light attic-story windows piercing the frieze. Other features include 4/4 sash windows with wide mullion-like central muntin, raked-head plain trim, and modern louvered shutters, central second-story front entry (opening to porch roof) with transom and 4-panel door, central first story entry with stepped architrave surround and 4-panel door ("oval" panels outlined with bolection molding), secondary entry (north inner bay) with glass and panel door, and a 8-bay flat-roofed porch with bracketed box cornice, square posts with molded capitals, and curved spandrel brackets creating an arcaded effect.

Outbuildings: (1) frame, 1-story, gable-roofed shed (mid 20th) with board and batten siding and gable-end entry with batten door; across the road on block 73/lot 9 (2) frame, 1-bay garage (mid 20th) with novelty siding (NC); and (3) frame shed under construction, both occupying the site of a 1 and 1/2-story wagon house depicted in the above referenced historic photograph.

Contributing

B72/L12

Photo #s 5 & 6

31

23 Musconetcong River Rd. (New Hampton Inn). Brick and frame, 1-story, gable-roofed, L-shaped commercial building with a basement story that is above grade on the rear.

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Style: none

Date: mid 20th

Non-contributing B72/L10

Photo #4

- 32 21 Musconetcong River Rd. Stuccoed concrete-block, 1-story, 4-bay, gable-fronted duplex dwelling with a bank cellar above grade to the rear.

Style: Craftsman influences

Date: c. 1950s on an earlier foundation

Description: Exterior features include overhanging eaves with exposed rafter ends, inner-bay entries flanked by oversized windows, and a hip-roofed porch with square posts.

Non-contributing B72/L11

Photo #4

- 33 19 Musconetcong River Rd. frame, 1-story, gable-roofed, 3-bay, double-pile dwelling with interior north gable-end chimney (brick stack); the asymmetry of the gable roof suggests that the building was enlarged to the rear.

Style: Colonial Revival influences

Date: c. 1920s, almost entirely rebuilt in early 1970s by present owner.

Description: It has clapboard siding, box cornice, flush raking eaves, 6/9 sash windows with modern shutters, and an off-center entry with 6-panel door, most of which fabric appears to be of modern provenance.

Non-Contributing B72/L5

Photo #4

- 34 17 Musconetcong River Rd. Stuccoed-stone, gable-roofed, 2-story, 2-bay, single-pile dwelling with a interior, south gable-end chimney (brick stack), bank cellar that is above grade on the rear, and a frame, 2-story, shed-roofed rear appendage incorporating a gable south extension. The stucco has been removed from the front wall.

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Style: Greek Revival influences

Date: c. 1825-50

Description: It has a box cornice with crown molding, bed molding (Grecian ovolo), frieze and returns that is carried on the raking eaves, a mix of multi-pane and 1/1 sash (replacement) windows, and an enclosed shed-roofed front porch.

Outbuildings: (1) frame, 2-bay, shed-roofed garage (mid 20th) (NC).

Contributing B72/L9

- 35 15 Musconetcong River Rd. Frame, gable-roofed, 1 and 1/2-story, single-pile dwelling with bank cellar above grade on the west or rear, roof-ridge perpendicular to the road, interior west gable-end chimney (brick stack), and east gable end front, a treatment which may represent a later alteration (the original entry may have been on the south wall).

Style: Italianate derived embellishment

Date: early 19th and remodeled mid 19th, or mid 19th

Description: It has a central entry with 4-panel door flanked by 10-pane, sidelight-like windows, a shed-roofed porch with dentil strip at the eaves and square posts, and boxed overhanging raking eaves with bed molding and frieze. Other features include flush eaves, clapboard siding, mostly 6/6 and 9/6 sash windows with architrave trim and louvered shutters.

Outbuildings: (1) frame, shed-roofed privy (late 19th/early 20th) (C).

Contributing B72/L7 Photo #3

- 36 Rymon Rd. Site of a dwelling, torn down in recent years; it was a stone, 2-story, gable-roofed house with a one-room-plan and gable-end chimney. Foundation traces remain.

Style: none

Date: early 19th

Contributing B81/L8

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New Hampton possesses significance under Criteria A, B and C in the areas of settlement, community development, architecture, education, commerce, and transportation. The village exemplifies the small settlements that developed during the 18th and 19th centuries to serve the region's dispersed agricultural population, but whose growth was arrested when bypassed by the railroad building boom of the later 19th century. — Local entrepreneurs and landed proprietors typically played important roles in the development of these communities; at New Hampton Major Henry Dusenbery was such an individual. A successful entrepreneur, Dusenbery figured significantly in its formative economic and institutional development, engaging in several commercial and industrial ventures and contributing generously to the establishment of the local school. The district has architectural significance as an assemblage of mostly 19th-century buildings whose construction, form, detailing, and spatial organization are representative of the rural region's vernacular architecture in that era. The community's educational significance stems from its schoolhouse, a well preserved example of the most substantial school buildings erected by civic minded citizens in prosperous villages of the region during the first half of the 19th century. New Hampton has commercial significance because of its two hotels and two store, physical documents of the economic and social importance of such establishments in isolated agricultural neighborhoods. It possesses significance in the area of transportation because of its 1868 truss bridge, an important example of a New Jersey manufactured Pratt Pony truss, which is individually listed on the New Jersey and National Registers of Historic Places. In addition, archaeological resources relating to the area's 18th- and 19th-century material culture also may be present at sites such as that of the distillery and in the environs of district buildings.

While settlement occurred in the neighborhood around what became New Hampton well before the middle of the 18th century and a grist mill and tavern were established there by the time of the Revolutionary War, if not earlier, it was not until the late 1700s that the settlement began to develop into a village of considerable local importance, as evidenced by the subdivision of a number of small lots and the establishment of several commercial and industrial enterprises.¹ Favored by its location at an ample waterpower site and a river crossing on the region's principal north/south road and surrounded by a fertile agricultural district, the community flourished in the early 1800s and grew modestly into the

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middle decades of the 19th century.² At a time when the movement of people and goods was largely limited to horse-drawn conveyances, such small communities provided the region's isolated rural population with almost its only centers for commercial and social activity. Upon the construction of the New Jersey Central and Warren Railroads across the Musconetcong valley in the 1850s, however, stations and repair yards were established at the junction of the two lines about a mile west of New Hampton. Thereafter, New Hampton experienced little development, overshadowed by the new community which rapidly arose at Hampton Junction, but continued as a small, service center until well into this century.

Although scattered residential development has occurred in and around the community in recent decades and business activity has largely disappeared, much of New Hampton's 19th-century character survives. A majority of the district's buildings date to the first three quarters of the 19th century, although a few are earlier in whole or part and several others are later. The distinctive historical character of the village results from the survival of these buildings, their mostly tight linear spacing and short setbacks, and their juxtaposition with the surrounding landscape. These resources, mostly dwellings with attendant outbuildings, but including several institutional, industrial and commercial structures, are in general well preserved and exhibit few inappropriate modern alterations. Collectively they possess architectural significance. Their form, construction, detailing, and siting provide a representative illustration of the rural region's vernacular 19th-century architecture. The McClenehan Store, for example, (site #24, photo #22) typifies the gable-fronted commercial type common to the area's 19th-century villages, and dwellings like #s 1, 4, 7, 8, 10, 16, 19, 25, 26, 29, and 34 exemplify the traditional house types and construction practices found in the region (photo #s 2, 3, 8, 9, 11, 12, 31, and 38). The influence of popular architectural styles is readily apparent in the design and/or detailing of many district buildings. For example, houses like #s 8, 11, 14, 16, 21, 25, 26 and 35 are essentially vernacular structures embellished with Greek Revival, Italianate and/or other of the styles current during the 19th and early 20th centuries, as are the two hotels, #s 12 and 30, the McClenehan store, #24, and the schoolhouse, #15 (photo #s 3, 6, 8, 12, 17, 22, 24, 27, 29, and 30).

Several buildings are of individual architectural note. The late 18th/early 19th-century Dusenbery/Simatton Storehouse (site #23, photo #23), undoubtedly one of the oldest extant commercial

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buildings in the area, is characterized by its domestic form and detailing (except for its few, widely spaced windows and lack of chimneys, it resembles the traditional single-pile, 2-story house type), and presents a marked contrast to the gable-fronted commercial type with large windows flanking a central entry which was almost universal throughout the area by the middle of the 19th century. The Dusenbery "mansion house" (site #10, photo #s 14-16), the district's largest and most impressive dwelling which dates c. 1790-1802, is an outstanding example of provincial late Georgian architecture. Besides its symmetrical facade and double-pile, center-hall plan, the stone house exhibits such characteristic Georgian elements as splayed, keystone window lintels and a modillion cornice which is returned on both gable ends as pented pediments, the latter a locally rare feature typical of early Delaware Valley architecture. The c. 1825 New Hampton School (site # 15, photo #30), a well-preserved example of the 2-story, single-pile schoolhouse type, is distinguished by the Greek Revival detailing of its cupola and cornice and the "pencil" of its stucco cladding to resemble ashlar stone, an uncommon local example of that decorative treatment. Similarly well preserved, the American House (site #12, photo #s 24-26), erected in 1862 to replace one of the village's pioneer taverns, exemplifies the substantial hostelrys built throughout the region during the middle decades of the 19th century and, in its bracketed cornices and arcaded, tracery-ornamented porches, exhibits a combination of Italianate and Gothic Revival motifs, typical of the period.

European settlement of the western New Jersey Highlands began in the second quarter of the 18th century initiated by pioneer agriculturalists of English, Scotch-Irish, Dutch, and German stock. While the pioneers typically were tenants or squatters on property acquired by absentee owners through New Jersey's system of proprietary landholding, the site of most of what later became New Hampton formed part of the holdings of one of the few West Jersey proprietors to settle on the northwestern frontier.¹ Through inherited proprietary right, as well as purchase from other landowners, English-born John Bowlby acquired title to several thousand acres in the Musconetcong Valley in the 1730s and settled at the place now known as Imlaydale, just southwest of New Hampton on the other side of the river, in 1737.²

While little is known about the early history of the settlement local tradition, recorded in the 19th century, claims New Hampton as the birthplace of General Daniel Morgan, celebrated

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American patriot and soldier during the Revolutionary War, who was born in 1736. The tradition was recorded by local historian Dr. John Blane who while visiting New Hampton in 1828 (or shortly thereafter) interviewed several elderly residents and was shown the ruins of a small log cabin on the banks of the Musconetcong on land belonging to the late Major Dusenbery which his informants claimed was Morgan's birthplace.³ If true, Morgan's family must have been among the first to settle there.

The southern two thirds of what is now New Hampton forms part of the 50 acres of unappropriated land acquired by John Bowlby from Joseph DeCow which Bowlby had surveyed along the Musconetcong River at the east end of his 880-acre tract (the site of his homestead) in 1747 and resurveyed in 1763.⁴ While Bowlby evidently conveyed title to a portion of the 50-acre tract to his son Samuel, he retained at least six acres at its northern end "joining Samuel Johnston's mills" which in his 1779 will he directed his executors to divide into half-acre lots, one for each of twelve grandchildren.⁵ Although the chain of title for the mill property at New Hampton (roughly the northern third of the village site) can be traced back only to the ownership of Charles Coxe, Esq., in 1807, the 1779 Lebanon Township tax ratables list, the earliest one extant for the township, does assess Samuel Johnson for 37 acres of improved land, one saw mill, and one grist mill.⁶ How early the Musconetcong water power at New Hampton was used is unknown; Dr. Blane, however, writing in 1873 noted that it

was used at an early date, for a grist mill, the first one in the region of country.....The remains of the dam, submerged in the present dam, still exist.⁷

Samuel Johnston's or Johnson's mill was located where the region's principal north/south road crossed the Musconetcong River after passing through the gap in Schooley's Mountain, an eligible location for a tavern, and there is evidence suggesting that a tavern was established at that place by the mid 1770s and perhaps some years earlier. Amos Swayze's 1775 petition for a tavern license informed the court that he had

removed to Johnson's Hall on the Musconetcong on the great road leading from Oxford to Pittstown and the Union [furnace] and a very public road from Sussex to Trenton where Spencer Carter and William Force, deceased formerly kept in Lebanon Township....[and re-

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quested] a license to continue a tavern at the said house which said Swesy [sic] has rented from Samuel Johnson, Esq. and Mr. Patrick Flanagan.⁸

An undated 18th-century petition for Daniel Vliet noted that he had taken that old and convenient stand for keeping a public house commonly known by the name of Johnson's Upper Mills in Lebanon Township on the great road leading from Trenton to Sussex Court House and [that] a public house [had] been kept at that place for a number of years past.⁹

Whether this was the same tavern or a second local hostelry, as claimed by one historian, is not clear.¹⁰

During the last two decades of the 18th century and continuing into the 1800s, the settlement grew markedly. John Bowlby's will was offered for probate in December, 1782, and shortly thereafter his executors evidently proceeded to layout the twelve half-acre lots. While deeds for none of the lots appear to have been recorded at the time of subdivision, later deed references establish that the lots, six fronting each side of the road, were narrow relative to their depth, creating a development pattern which survives to this day.¹¹ By 1784, the community had attracted a merchant, Henry Dusenbery, who was assessed for a "merchant shop" in that year, and if not then, later on, Dusenbery conducted his mercantile business on the "storehouse lot," acquired by him at unknown date, in the stone storehouse (site #23) presumably built by him.¹² In the 1790s, the village supported two taverns, one kept by John Matlock and the other by William Parke. Matlock's tavern, probably the predecessor of the American House (site #12) whose foundation in part survives, was operated in 1787 by William Parke, and his licensing petition for the tavern in that year provides the earliest documented use of the name of New Hampton in reference to the community. The tavern kept by Parke in the 1790s may have been the roofless stone building located just south of the Union Hotel (site 30) depicted in an undated old photograph and identified as the "old tavern."¹³ In 1799, the Trenton Federalist printed an account of a Fourth of July celebration at New Hampton after which the citizens "retired to the inn and partook of an excellent dinner" concluding with many toasts.¹⁴

The grist mill and saw mill continued in operation throughout

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the period, and by 1802 New Hampton had acquired another industry, a tannery, assessed to Jacob Swayze in that year. Later deed references indicate that Swayze's tannery, which contained 24 vats, was located near site #26 and suggest that Henry Dusenbery, Swayze's brother-in-law, was his partner and/or owner of the property.¹⁵ A distillery on the river bank near the mill (site #20) evidently was erected by Dr. Samuel C. Fell between 1815 when he bought the lot for \$30 and 1817 when sold it for \$3,500 to his father-in-law Henry Dusenbery. According to the 1820 industrial census, the distillery was the largest of five producing whisky and gin in Lebanon Township (production valued at \$3,255) and manufactured 1,666 gallons of apple jack as well.¹⁶ The 47-acre mill property was purchased by Henry Dusenbery in 1807, and the stone grist mill, a portion of whose walls survive (site #17), purportedly dates to around that time.¹⁷ In 1801, the village acquired a post office, only the sixth to be established in Hunterdon County and evidence of the community's emergence as a center of local importance.¹⁸ That considerable development was occurring around that time is suggested by an 1801 advertisement for the sale of nearby property which describes the settlement as "a very growing village."¹⁹ The 1814 survey of the Spruce Run Turnpike depicts New Hampton as the largest community along its fifteen mile route from Hunt's Mill (Clinton) to Oxford Furnace, which generally followed the region's old north/south road, comprising a cluster of eighteen, tightly spaced buildings extending southwards along the road from the old river crossing (which was bypassed in favor of a new crossing about three hundred yards upstream).²⁰

Major Henry Dusenbery, who by the early 1800s had become New Hampton's principal landed proprietor, played a significant role in the transformation of the small mill hamlet into a thriving village. Henry Dusenbery (1760-1825) was the son of John Dusenbery, a Long Islander of Dutch descent who moved to Hunterdon County before 1754 where after following the occupations of tavern keeper, merchant, and farmer he died in 1789 having achieved a modest prosperity.²¹ After serving in the New Jersey militia during the Revolutionary War (his military title stemmed from a later militia appointment), the younger Dusenbery evidently settled at New Hampton around 1784, the year he first appears on the Lebanon Township tax roles and of his marriage to Lydia Swayze.²² Based at New Hampton where he operated as a merchant from at least 1784 until ceasing "merchandising business" there in 1800, he engaged in a variety of business enterprises and property investments throughout the northwestern part of the state and later on in Philadelphia.²³

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While he did not acquire the mill property at New Hampton until 1807, tax records suggest that he may have rented the mills in 1784 and 1802.²⁴ He appears to have entered into a partnership with Samuel Bowlby to build and operate a nearby mill before 1792, and he presumably owned the tavern and tannery located nine miles up the river at Beattystown which he advertised for sale in 1795.²⁵ A more unusual venture was his partnership with fellow entrepreneur William McCullough of Asbury to develop the Mansfield Mineral Springs into resort. An 1810 newspaper advertisement describes the extensive improvements made to the property (located on Upper Pohatcong Mountain about three miles north of New Hampton) which encompassed a "boarding house, Pools, Shower Baths" and was operated by one Joseph Barton.²⁶ At New Hampton, Dusenbery made similar arrangements, often with family members, to develop and manage property, particularly during the period from about 1812 to 1821 when he lived in Philadelphia and was engaged principally in real estate development there. As mentioned previously the tannery appears to have been owned and/or operated in partnership with his brother-in-law Jacob Swayze before the latter's death in 1809, and the partnership of "Dusenbery and Fell" was conducting a store at New Hampton in 1815. One source claims that the stone grist mill was erected by his son Caleb in 1814, and according to the family history his son Joseph Warren later assisted him in the operation of his business enterprises.²⁷ Dusenbery's holdings in and around New Hampton came to include not only the mills, distillery, tannery, and his store (site #23), but the upper or Matlock tavern and over a half dozen lots and houses, among which was his large stone "mansion house" (site #10), as well as considerable tenanted farmland.²⁸

Although Dusenbery suffered losses during the economic depression after the War of 1812 when he was forced to mortgage and sell some property, he died in 1825 a wealthy man for his time and place. The inventory of his property made shortly after his death, which excluded his extensive land holdings, was valued at almost \$9,000, a substantial amount for early 19th-century Hunterdon County. Besides store merchandise, shares of bridge and turnpike company stock, cash, and notes, the inventory included such evidence of wealth and elite life style as a carriage, looking glasses, brass andirons, mantel ornaments, "pictures" and portraits, a tall case clock, and a lot of silver plate, china and glassware valued at \$165.²⁹ With its substantial construction and Georgian refinements, the stone "mansion house" probably built by him and occupied by his widow after his death, provides a clear expression

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of his self-earned prosperity and position in the community.

In addition to his business interests, Henry Dusenbery was active in public affairs and contributed to the institutional development of his community. He was appointed major of the Fourth Division Brigade of the Hunterdon Militia in 1793, and resigning from that position in 1803, he was elected to the Hunterdon County Board of Chosen Freeholders. In 1806 and 1807, he made unsuccessful bids for state office, running twice for a seat on the Governor's Council, the upper chamber of the New Jersey legislature.³⁰ A trustee of the nearby Mansfield Woodhouse Presbyterian Church in the 1780s, he served on the building committee supervising the construction of the congregation's new church in 1792, and in his will left \$100 to church trustees for completing the stone wall of the burial ground.³¹ He also supported local education, donating a lot for a new school-house at New Hampton in 1825 just before his death (the deed specifying that the building to be erected might also be used for religious services when not needed for school purposes) and bequeathing another lot for school to the Township of Lebanon to be subdivided from a farm he owned several miles south of New Hampton along the Turnpike.³² The 2-story stone schoolhouse erected at New Hampton on the Dusenbery lot (site #15), one of the most substantial schoolhouses to be erected in the area during the first half of the 19th century, reflects the community's prosperity at that time.

Describing New Hampton as it was around 1828, Dr. Blane noted that the settlement was

a pleasant village, much the largest of any in the Township, with Post Office, two mills, two taverns, store, school-house, two distilleries, and several mechanic shops.³³

By that time, however, New Hampton's major period of growth had ended, although the community did experience some modest development in subsequent years and continued as an important local service center. While the upper tavern was sold to Jacob Johnson in 1828, Henry Dusenbery's executors retained title to the store, distillery, and mill property for several years during which time Joseph Warren Dusenbery evidently managed them. New Hampton was a stop on the Trenton to Belvidere stage coach line at this time, Joseph Dusenbery and his brother William having established a new mail coach line in 1830 which two years later was succeeded by "C.

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H. Vanderveer, & Co." whose stages stopped for breakfast at Samuel C. Johnson's New Hampton tavern.³⁴ The community gained a new industry when John Prall purchased a lot (site #4) in the southern part of the village, whereon he settled and built a cabinet shop which over the course of several decades grew into a small scale furniture manufactory. Deeds for lots in the northern part of the village document the existence of wheelwright and blacksmith shops. Gordon's state gazetteer noted in 1834 that the community had two stores and three taverns, as well as twenty to twenty-five dwellings.³⁵ A second store may have existed at New Hampton some years earlier as there is evidence that Joseph Johnston, who owned considerable property in the southern part of the village, including the lower tavern, was a merchant there in 1819 and 1826. The third tavern had closed by 1844, when Barbour and Howe described New Hampton as "containing 2 stores, 2 taverns, several mechanics, and 18 dwellings."³⁶

In 1832, Robert Simaton of Lower Mount Bethel Township, Pennsylvania, purchased the Dusenbery store, distillery, and mill property, as well as the "yellow house lot" (which adjoined the upper tavern on the south). Having lived in New Hampton for some years, he acquired the Dusenbery "Mansion house" in 1845 and thereafter presumably made it his residence.³⁷ Described as a merchant in the 1850 census, he also evidently operated the grist mill which, according the industrial schedule of the 1850 census, had the largest production of Lebanon Township's five grist mills at that time.³⁸ The large 3-story stone mill had three pairs of stones and two water wheels. When Simaton's property was advertised for sale at auction in 1851 shortly after his death, its location was touted as being a half mile from the railroad.³⁹ Perhaps in anticipation of railroad generated business, the old stone tavern at the southern end of the village was replaced with a substantial brick hotel (site #30, subsequently called the Union Hotel) in about 1850. It may not have been a successful venture, as its owner, George G. Johnston, lost the property at a court-ordered sheriff sale in 1854.⁴⁰ The upper tavern was sold in 1853 after the death of Jacob Johnston and changed hands several times before 1862, when it was replaced by present American House (site #12), erected by Jacob P. Thomas on the "yellow house lot" next door. In 1857, the mill property was sold to George W. Bowlby who may have been responsible for the construction of the stylishly detailed frame house (site #14) as his residence. Dr. Robert McClenehan purchased the Dusenbery/Simaton Store, as well as the Joseph W. Dusenbery House in the 1850s, and in 1859 constructed a new brick store (site #24) between

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them. Acquiring much other property including the Dusenbery House and the Union Hotel, he became New Hampton's principal landed proprietor.⁴¹

By the 1870s activity in New Hampton appears to have slowed as the community was overshadowed by the rapid growth of the nearby railroad village, Hampton Junction; an 1871 newspaper article noted that the

place had not improved as much as any other part of the township, though several good dwellings have been put up lately. There is quite a good grain market at this place; two hotels, a blacksmith and two wheelwright shops, a saddlery, and a large cabinet shop and furniture store.⁴²

The 1873 county atlas's map of the village corresponds to this description, but depicts a second blacksmith shop as well as the store/post office and about twenty dwellings. The 1881 county history noted the existence of most of the same enterprises, except for the saddlery, one of the blacksmith shops, one of the hotels (which probably had been closed), and about twenty-five houses. While the store and grist mill were still in operation, the distillery and the saw mill appear to have been abandoned.⁴³ The Prall furniture factory continued until some years later, but by 1906 all that was left was its foundation.⁴⁴ While the grist mill was destroyed by fire in 1906, the community acquired a new industry later that year when the ruins were partially rebuilt and the water power utilized to grind rags into shoddy. Established by John Nirenberger of New York, the shoddy mill was a small enterprise with only about a half dozen employees and whose raw materials were brought in from elsewhere. Although damaged by fire on more than one occasion, the mill operated until sometime after World War II.⁴⁵

No longer important to the local economy, New Hampton, nevertheless, continued as a center for the surrounding agricultural community throughout the early 20th-century. The American House remained open at least until the start of prohibition, and dances were being held there as late as 1913.⁴⁶ Newspaper notices, however, make clear that the focus of community life at this time was its schoolhouse where elementary school and Sunday school classes were taught. While the public school closed in 1929, the Sunday school was carried on for some years thereafter. The post office

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was discontinued in 1948, and the store closed around that time¹⁷

In recent decades New Hampton,, along with other once isolated rural neighborhoods of northwestern New Jersey, has attracted new residential development as improved roads and new highways have allowed urban and suburban families to establish their homes there and commute to work. Old farmsteads have been renovated and new dwellings built on large lots subdivided from former farms. In New Hampton, renovations to older buildings have generally been sympathetic to their historic architectural character, and while some scattered residential development has occurred in its environs, the village retains a rural setting. Local residents have recognized the special qualities of the community's architecture and landscape which make it a worthy candidate for inclusion on the National Register of Historic Places and the desirability of preserving that heritage.

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Notes

¹ Peter Wacker. Land and People. A Cultural Geography of Pre-industrial New Jersey: Origins and Settlement Pattern, New Brunswick, NJ: Rutgers University Press, 1975, p. 127; _____, The Musconetcong Valley of New Jersey, New Brunswick, NJ: Rutgers Press, 1968, pp. 132-52; Stanton Hammond, Hunterdon County, New Jersey, Sheet A. Map Series #4. Genealogical Society of New Jersey, 1965.

² Helen Martha Wright, Thomas Bowlby from Mansfield Woodhouse, Nottingham, County Derby, England to the Province of New Jersey, in America about 1727..., Montclair, NJ, May 1954 - Arranged 1964, pp. 3-5 & 9; Whitehead, William A. et al. (eds.). Archives of the State of New Jersey: Documents Relating to the Colonial, Revolutionary, and Post Revolutionary History of the State of New Jersey. First Series, vol. II, page 54; New Jersey Wills, file #2073C.

³ Dr. John Blane. "Hunterdon Forty-Five Years Ago," Clinton Democrat, 10/18/1872.

⁴ West Jersey Proprietors Records, Survey Book N/page 153 & Book BB/page 264; Hammond, Sheet A.

⁵ Hunterdon Deeds, Book 191/page 281 (This 1810 deed describes a lot in New Hampton as part of a tract of land conveyed to Samuel Bowlby by his father John Bowlby in 1767); NJ Wills, file #3195.

⁶ Hunterdon Deeds, Book 14/page 191; Lebanon Township Tax Ratables, 1779. On the 1779 Lebanon tax list Charles Johnson was assessed 37 acres of improved land, besides the saw and grist mills. An 1805 deed from Samuel and Genneta Johnston to Joseph Johnston for a tract of land adjoining the mill lot describes it as "part of a tract of land conveyed by Jacob Starn to Samuel Johnston, Esq. in 1768" (Hunterdon Deeds, Book 12/ page 181), and Johnston family bible records state that Joseph Johnson was the son of Samuel and Janete Johnson and "their father and mother from Scotland was named Samuel and Mary of Kingwood, N. J." (Edith May Wills Lanning (copier), "Mansfield Woodhouse Church and Burial Ground - Joseph Johnston Day Book," Peggy Warne Chapter, D. A. R., Phillipsburg, NJ, 1951, p. 117). It is not known if the Charles Johnston or Johnson who owned the mills at New Hampton was Charles Johnston the prominent Hunterdon County judge and large landowner (whose holdings included an iron furnace on the Musconetcong River at Bloomsbury), or another individual of that name. (James P. Snell

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(ed.), History of Hunterdon and Somerset Counties, New Jersey, Philadelphia: Everts & Peck, 1881, page 235). Interestingly, Charles Coxe, who descended from West Jersey proprietor, Daniel Coxe, acquired Judge Johnston's Hunterdon County farm at Sidney in the late 1700s (D. H. Morrow ed., Traditions of Hunterdon County, Flemington, NJ: D. H. Morrow, 1957, page 145).

⁷ Blane. "Hunterdon Forty-Five Years Ago," Clinton Democrat, 10/18/1873.

⁸ Hunterdon County Tavern Licenses, Amos Swayze, 1775 (Vol. II, p. 869).

⁹ Ibid., Daniel Vliet, no date (Vol. II, page 870).

¹⁰ Charles S. Boyer, Old Inns and Taverns in West Jersey, Camden, NJ: Camden County Historical Society, 1962, page 222.

¹¹ NJ Wills, file #3195; Hunterdon Deeds, Book 2/pp. 351 & 355, Book 5/page 299, Book 15/page 361, and Book 46/page 189.

¹² Lebanon Township Tax Ratables, 1784. Henry Dusenbery was assessed for a merchant again in 1785, 1786, 1789, and 1790, the only other years of the late 1700s for which Lebanon tax lists survive. In 1784, Dusenbery was also assessed for 25 acres of improved land, 1 saw mill, 1 grist mill, 2 horses, 3 cattle, and 1 "covering horse" or breeding stallion. In 1785, he was assessed only for 2 horses and 2 cattle, as well as merchant. In 1786, for the first time, he was assessed for a house and lot in addition to the listings of the previous year. In 1789, in addition to assessment for 6 horses, 3 cattle, and 1 "merchant and shop," his house lot was described as a half acre in size, and quite probably was one of the Bowlby half-acre lots. In addition to the house lot, livestock, and merchant shop, he was assessed for 1 covered wagon and 1 slave on the 1790 Lebanon tax role. During these years, Henry Dusenbery evidently was an active, prosperous businessman.

William Dusenbery, Henry Dusenbery's brother, is also listed on the late 18th-century Lebanon Township tax roles and apparently was also settled at New Hampton where he is known to have owned a half acre lot, district site #10, which evidently was one of the Bowlby lots (Hunterdon County Wills, Book 4/page 246). He was assessed as a "householder," or tenant, and for 2 cattle in 1784 and 1785. Probably having purchased one of the Bowlby half-acre

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lots, he was assessed for "house and lot" in 1786 and for a half-acre house lot in 1790. While having only one head of cattle in 1786, he had 1 horse and 3 cattle in 1790.

¹³ Lebanon Township Tax Ratables, 1790; Hunterdon County Tavern Licenses, John Matlock, 1789, 1791, 1792, 1794, and 1798 (vol. I, pp. 840-845, William Parke, 1787, 1791, 1792, 1793, and 1794 (vol. I, pp. 848-852), Joshua Swayze, 1788, (vol. I, pp. 868); "View of Main Street, New Hampton," undated photograph, before 1906, Lebanon Township Historical Museum. William Parke's 1787 petition, dated from New Hampton, noted that his "habitation [was] situated on the great road much traveled from Trenton to Sussex." Joshua Swayze's 1788 petition stated that his "habitation [was] licensed last year....to William Parke." In turn, Matlock's 1789 petition informed the court that his house was "licensed last year by Joshua Swayze," and subsequent petitions (1791, 1792, 1794, an undated year, and 1798 which included Henry Dusenbery among the signers) noted that he continued at the same location. William Parke's 1790s petitions indicate that he lived in another house in New Hampton on the "great road" where he kept tavern between 1790 and 1794. The caption of the old photograph in Township Historical Museum's collection identifies the roofless stone shell as the "old tavern."

Matlock was assessed for a half-acre house lot and 2 cattle, as well as for a tavern on 1789 and 1790 Lebanon tax lists. William Parke first appears on the 1784 Lebanon Ratables when he was assessed for a "house and lot." In the following year he was assessed as a merchant. He was again assessed for a "house and lot" in 1786, as well as for 1 cattle, and in 1789 for a quarter-acre lot, 1 horse, and 1 cattle. In 1790, he was assessed for a tavern, the quarter-acre lot, and 1 cattle. While Parke's 1787 tavern license petition clearly establishes him at New Hampton by that time; it is quite possible that he was there earlier, conducting business as a merchant. An 1814 deed indicates that William Parke had purchased two contiguous parcels of lands at New Hampton in 1795 and 1796, which appear to have comprised one of the Bowlby half-acre lots (Hunterdon County Deeds, Book 89/page 19).

In 1784 and 1785, Samuel Johnson, Jr., was assessed in Lebanon Township for a tavern. He may have been the son of Samuel Johnson who possessed the New Hampton mills (see note 15 below), and his tavern may well have been at New Hampton; unfortunately, no tavern license survives for him.

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14 "New Hampton 4th July, 1799," Trenton Federalist, 7/7/1799.

15 Lebanon Township Tax Ratables, 1784, 1785, 1786, 1789, 1790, 1802, and 1803; Hunterdon County Deeds, Book 76/page 511 and Book 112/page 23. In 1784, Henry Dusenbery's assessed property, as mentioned in note 12, included 25 acres of improved land, 1 saw, and 1 grist mill, and Samuel Johnson, Sr. was assessed for 200 acres of unimproved land. The following year Samuel Johnson, Esq. was assessed for 37 acres of improved land, 200 acres of unimproved land, 1 saw and 1 grist mill. In 1786, 1789, and 1790, Samuel Johnson was assessed for 27 improved acres, 1 saw mill, and 1 grist mill. While Samuel Johnson's name does not appear on the 1802 ratables list, Henry Dusenbery was assessed for a grist mill and Christopher Johnson, perhaps a relative of Samuel Johnson, for 30 acres of improved and 200 acres of unimproved land. In the next year William Fritts was assessed 30 acres of improved land, 1 saw mill and 1 grist mill. In 1802 and 1803, Jacob Swayze was assessed for 1 house lot and 1 tannery (in the later year described as containing 24 vats), 2 horses, and 3 cattle. An 1839 deed for a lot in New Hampton describes the adjoining lots as "Dusenbery and S[wayze] tanyard lot" (Hunterdon County Deeds, Book 112/page 23).

16 Hunterdon County Deeds, Book 25/page 109 and Book 28/page 17; United States Census, Industrial Schedule, Lebanon Township, 1820.

17 Hunterdon County Deeds, Book 14/page 19; James P. Snell (ed.), History of Hunterdon and Somerset Counties, New Jersey, Philadelphia: Everts & Peck, 1881, page 450; "Fire Destroys Old Mill," The Washington Star, 7/5/1906; "New Hampton," The Washington Star, 12/13/1906.

18 John L. Kay and Chester M. Smith, Jr., New Jersey Postal History, Lawrence, Massachusetts: Quarterman Publications, Inc. 1976, page 77.

19 "To be sold by the Subscriber....Moses Moore," American Eagle, 4/3/1801.

20 Thomas Gordon, "Map and Report of the Spruce Run Turnpike Road," 1814; Snell, Hunterdon County, page 107.

21 Henry Dusenbery and Jean Porcaro, . The Dusenbery Story.

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Orem, Utah: Jean Porcaro, 1989, pp. 1, 22-28.

²² Ibid. pp. 27 & 31; Lebanon Township Tax Ratables, 1784.

²³ Lebanon Township Tax Ratables, 1784, 1785, 1786, 1789, and 1790; "Notice...Henry Dusenbery, New Hampton, Hunterdon County, December 12, 1800," Trenton Federalist, 12/30/1800; Dusenbery, pp.31-35.

²⁴ Lebanon Township Tax Ratables, 1784. In 1784, the one year in which Samuel Johnson is not listed for saw and grist mills, Dusenbery was also assessed for 25 acres of improved land, 1 saw mill, 1 grist mill, as well as other property, and Samuel Johnson, Sr. was assessed for 200 acres of unimproved land. The following year Samuel Johnson, Esq. was assessed for 37 acres of improved land, 200 acres of unimproved land, 1 saw and 1 grist mill. While Samuel Johnson's name does not appear on the 1802 ratables list, Henry Dusenbery was assessed for a grist mill and Christopher Johnson, perhaps a relative of Samuel Johnson, for 30 acres of improved and 200 acres of unimproved land.

²⁵ Dusenbery, pp. 31-32; Sussex County Road Returns, Book A, page 192.

²⁵ United States Census, Products of Industry, Hunterdon County, Tewksbury Township, 1870.

²⁶ "Mansfield Mineral Springs," Trenton Federalist, 8/6/1810.

²⁷ Dusenbery, pp. 34-35; "New Hampton," The Washington Star, 12/13/1906; Hunterdon County Deeds, Book 32/page 258, Book 76/page 511 and Book 112/page 23; Hunterdon County Road Returns, 20-3-3. An 1821 deed referred to Henry Dusenbery and Samuel C. Fell "as late trading under the name of Dusenbery and Fell" (Hunterdon County Deeds, Book 32/page 258).

²⁸ Hunterdon County Deeds, Book 2/page 335, Book 2/page 351, Book 5/page 299, Book 14/page 19, Book 28/page 17, Book 45/page 59, Book 46/189, Book 52/page 411, Book 76/page 511 and Book 112/page 23; Hunterdon County Wills, Book 4/page 246.

²⁹ Dusenbery, page 35; New Jersey Wills file #3373J

³⁰ Dusenbery, pp. 32-33.

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³¹ James P. Snell (ed.), History of Sussex and Warren Counties, New Jersey, Philadelphia: Everts & Peck, 1881, pp. 567-68; Hunterdon County Wills, Book 4/page 246.

³² Hunterdon County Deeds, Book 39/page 568; Hunterdon County Wills, Book 4/page 246.

³³ Blane. "Hunterdon Forty-Five Years Ago," Clinton Democrat, 10/18/1873.

³⁴ Hunterdon County Deeds, Book 46/page 189 and Book 52/page 411; Dusenbery, page 35; "New Line of Mail Coaches from Belvidere to Trenton (By Contract)....J. W. & W. C. Dusenbery....May 18, 1830,," Belvidere Apollo, 6/22/1830; "Belvidere and Trenton Mail Stage - New Arrangement....C. H. Vanderveer, & Co....Jan. 31, 1832," Belvidere Apollo, 2/14/1832. The stone house (site #25) standing across the street from the "mansion house" and somewhat to the north was the residence of Joseph Warren Dusenbery, who died in 1831, after which his wife received title to the property where she was then living (Dusenbery, page 38; Hunterdon County Surrogate Book 1/page 393 and Book 52/page 411). Although no documentation has come to light, it is quite likely (and the Dusenbery stage line advertisement's statement that they had obtained the contract so implies) that a mail stage was running along the Turnpike through New Hampton at an earlier date. Samuel C. Johnson petitioned the county court for a license for a tavern at New Hampton in 1827; since Jacob Johnson, who purchased the Dusenbery tavern in the following year, also received a license in 1827, it appears that Samuel Johnson was keeping another tavern, and the stage no longer stopped at the Dusenbery tavern (Hunterdon County Tavern Licenses, Samuel Johnson and Jacob Johnson, 1827).

³⁵ Hunterdon County Deeds, Book 45/page 361, Book 2/page 351, Book 5/page 299, Book 56/page 520, and Book 116/page 159; Thomas F. Gordon, A Gazetteer of the State of New Jersey, Trenton: Daniel Fenton, 1834, page 197. In 1833, a .23-acre lot (probably site #21) "with dwelling house and blacksmith shop" was conveyed to George Conolly and .5 acres with a "wheelwright shop" to John A. Smith (site #16) (Hunterdon County Deeds, Book 56/page 520, and Book 116/page 159). No doubt, the settlement had artisan shops at a much earlier date, as is suggested by an 1808 deed which describes village lot-owner William Wollever, as a saddler (Hunterdon County Deeds, Book 15/page 361).

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³⁶ Edith May Wills Lanning (copier), "Mansfield Woodhouse Church and Burial Ground - Joseph Johnston Day Book," Peggy Warne Chapter, D. A. R., Phillipsburg, NJ, 1951; Hunterdon County Road Returns, 19-7-8; John W. Barber and Henry Howe, Historical Collections of the State of New Jersey, Newark, NJ: Benjamin Olds, 1844, page 250. The "day book", evidently a store ledger, covers the period from 6/27/1818 to 9/15/1819 and includes many New Hampton names. The road return makes reference to "Joseph Johnston's store."

³⁷ Hunterdon County Deeds, Book 52/page 415 and Book 84/page 91. Henry Dusenbery's widow Lydia, acting as his executor, sold the property in 1841 to her grandson Dr. Jesse W. Fell, and it changed hands once again (Fell to David Parke in 1842) before being purchased by Simaton in 1845 (Hunterdon County Deeds, Book 75/page 265 and Book 78/page 485).

³⁸ United States Census, Population Schedule, Hunterdon County, Lebanon Township, 1850 and Products of Industry, Hunterdon County, Lebanon Township, 1850.

³⁹ "Vendue! Executor's Sale....property of Robert Simaton, dec'd....James Lomerson, executor, July 31, 1851" Belvidere Intelligencer, 9/4/1851.

⁴⁰ Hunterdon County Deeds, Book 100/page 586 and Book 112/page 20. The 1851 conveyance from Joseph and Rebecca Johnston to George G. Johnston of property encompassing the site of the hotel (site 30) for \$3,000 (Book 112/page 20) mentions the "brick tavern house" and reserved to the grantors "life occupancy of the stone store (?) house, the "old tavern" (see note 13), documenting the existence of the brick hotel by that time and suggesting the old stone building also may have been used as a store.

⁴¹ Hunterdon County Deeds, Book 105/page 428, Book 123/page 103, Book 126/page 471, Book 126/page 473; Hunterdon County Tavern Licenses, Jacob P. Thomas, 1862; Hunterdon County Deeds, Book 112/page 20, Book 116/159, Book 120/page 117 and Book 120/page 720; "Agreement Between Robert M. McClenehan....and Edwin Valentine" August 5, 1859; F. W. Beers, County Atlas of Hunterdon, New Jersey, New York: F. W. Beers & Co., 1873, page 17. Thomas's 1862 tavern licenses petition, dated August 4, 1862, made note of "his new tavern house now being completed and near his old tavern house now

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occupied by him." When sold in 1852 after Jacob Johnston's death, the auction advertisement described the old tavern as "well known as an old stand, enlarged and improved at different timesthat it is now rendered more desirable as a Public ?stand by its nearness to the Depot of the New Jersey Central Railroad being a promised point on said road." ("Commissioners' Sale....Jacob Johnston, dec'd...Robert Foster, David W. Boyer, James Hiles, commissioners August 17, 1852, Belvidere Intelligencer, 10/14/1852).

⁴² "Lebanon Township - Twenty Years Ago and Now," Clinton Democrat, 3/17/1871.

⁴³ Beers, County Atlas of Hunterdon, page 17; Snell, Hunterdon, page 448.

⁴⁴ "New Hampton" The Washington Star, 12/13/1906. According to the newspaper the factory was "bought by E. P. Baylor, of Junction, who has torn it down and disposed of the lumber."

⁴⁵ Hunterdon County Deeds, Book 288/page 451, Book 294/page 345, Book 296/page 484, and Book 952/page 259; "Fire Destroys Old New Hampton Mill", The Washington Star, 7/5/1906; "Old Mill Will Be Rebuilt," The Washington Star, 7/19/1906; "New Hampton," The Washington Star, 11/29/1906; "New Hampton Has A Blaze," The Washington Star, 11/14/1912; "New Hampton," The Washington Star, 12/5/1912; "Mill Addition at New Hampton," The Washington Star, 9/22/1932; "Felt Mill At New Hampton Is Damaged By Big Fire," The Washington Star, 1/23/1941; "New Hampton," The Washington Star, 10/28/1941; The Industrial Directory of New Jersey, Trenton, NJ: NJ Department of Labor, Bureau of Industrial Statistics, 1918, page 75; Gribbin, James, A. T., (ed.). The Industrial Directory of New Jersey 1940-41, Trenton, NJ: NJ Department of Labor, Bureau of Industrial Statistics, 1940, pp. 301 and 476. In 1918 the shoddy mill employed six men were employed to grind rags. In 1940, the enterprise, then called the Royal Batting and Felt Company had seven employees and manufactured "cotton batting for the mattress and upholstery trade" (1940-41 Industrial Directory, page 301).

⁴⁶ "New Hampton," The Washington Star, 2/20/1913.

⁴⁷ "Teachers That Taught in This School --- #8, New Hampton 1823 - 1929 ---Sunday School until middle of 50's," Lebanon Township Historical Museum; The Washington Star, 12/26/1912; "New Hampton," The Washington Star, 3/1/1923; "New Hampton," The Washington

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Star, 9/9/1923; "New Hampton," The Washington Star, 12/30/1926;
"New Hampton," The Washington Star, 3/31/1932; "New Hampton," The
Washington Star, 5/12/1932; "Old New Hampton School Used for Wor-
ship Services," The Washington Star, 2/18/1941; Kay, Postal
History, page 77.

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Pictorial Sources:

"Front View of Old Distillery, New Hampton/from E. W. Rush, Glen Gardner." (no date) Lebanon Township Historical Museum, New Hampton, NJ.

"View of Main Street, New Hampton/Old tavern in the foreground, on left/Old furniture factory on right." (no date, before 1906) Lebanon Township Historical Museum, New Hampton, NJ.

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Verbal Boundary Description

The boundaries of the New Hampton Historic District are delineated on the attached map entitled "New Hampton Historic District Site Location and Boundary Map", and is verbally described and justified in the following paragraphs. The site and boundary map is a composite of the following municipal tax maps: Sheet 10, Lebanon Township, Hunterdon County, New Jersey, and Sheet 28, Washington Township, Warren County, New Jersey.

The boundary of the district begins in Lebanon Township on the east side of Musconetcong River Road at the southwest corner of block 73, lot 77 and proceeds east along the south side of that lot to its southeast corner, and continues south, east, and north along the east, south, and east sides of block 73, lot 8 to the northeast corner of lot 8, also the southeast corner of block 73, lot 8.01. The boundary continues north and west along the east and north sides of block 73, lot 8.01 to a northwest corner of that lot, also the southwest corner of block 73, lot 46. From there it runs north along the west side of lot 46 (also the east sides of block 73, lots 10, 11, 12.01, 12, 13, 13.01, 14, and 15) to the northwest corner of lot 46 (also the northeast corner of lot 15), which point is in the south line of block 73, lot 16. The boundary continues east, north, west, and then north again along the south, east, north sides of lot 16 to a northeast corner of that lot also the southeast corner of block 73, lot 17. It then proceeds north and west along the east sides of block 73, lots 17 and 18 and west along the north side of lot 18 to the northwest corner of the lot 18 and Musconetcong River Road which it crosses in a straight line of the north side of lot to the west side of that road.

The district boundary next runs north along the west side of Musconetcong River Road, also the east side of block 71, lots 2, 4, and 3 to the northeast corner of the latter lot at the intersection of Musconetcong River and New Hampton Roads. The boundary turns west along the south side of New Hampton Road, also the north side of block 71, lot 3, to the Musconetcong River and the northeast corner of lot 3. From there the district boundary crosses the river and boundary between Lebanon Township, Hunterdon County and Washington Township, Warren County to a northeast corner of block 81, lot 8, which point is on the west side of the river and the south side of New Hampton Road. From there the district boundary proceeds in a straight line across block 81, lot 8 to a point on the north side of Rymon Road which is 200 feet from the southwest

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corner lot 8, also the southeast corner of block 81, lot 6.

The district boundary then cuts southward across Rymon Road and block 79, lot 1 in a straight line to a point on the south side of that lot which is 400 feet from the southeast corner of that lot and the Musconetcong River. The boundary proceeds south down the river along the municipal/county boundary to a point where the municipal/county boundary would be intersected by a straight line continuation of the south side of Lebanon Township block 72, lot 10. The boundary turns east along that straight line continuation and entering Lebanon Township continues east along the south side of block 72, lot 10 to the northeast corner of block 72, lot 7. It proceeds south and east along the west and south sides of lot 7 to the southeast corner of that lot on the west side of Musconetcong River Road, and from there crosses the road in a straight line to the southwest corner of block 73, lot 7 and the place of beginning.

Verbal Boundary Justification

The boundaries of the New Hampton Historic District are delineated to include to the greatest extent possible the architectural and historical resources of the village, with not only the fewest non-contributing resources but also to protect the district's historic rural setting.

On the north and south sides of the district the boundary was delineated to exclude modern residential development along Musconetcong River Road. To the east the district is bordered by a wooded hillside, and the east boundary follows the rear lot lines of the district resources fronting on the east side of Musconetcong River Road. The Musconetcong River serves as a natural border for the southern half of west district boundary. The northern portion of the west district boundary, however, jogs westward into Washington Township, Warren County to include a truss bridge across the river, the resources associated with a farmstead adjoining the west end of the bridge, and all of the mill hydrosystem (the west side of the mill pond was in Washington Township). In this area the district boundary follows a line of convenience which roughly follows the crest of the wooded escarpment rising up from the narrow river to the valley upland.

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NEW HAMPTON HISTORIC DISTRICT

PHOTOGRAPHS

The following is the same for all photographs:

PHOTOGRAPHER: Dennis Bertland

DATE OF PHOTOGRAPHS: 1997

NEGATIVE REPOSITORY: Dennis Bertland Associates
PO Box 11, Port Murray, NJ 07865

Photo #1 - Site #1, NE View
Photo #2 - Site #1, NE View
Photo #3 - Site #35, NW View
Photo #4 - Sites #33, 32, & 31, NW View
Photo #5 - Site #30, NW View
Photo #6 - Site #30, W View
Photo #7 - Site #3, NE View
Photo #8 - Site #4, SE View
Photo #9 - Site #29, W View
Photo #10 - Looking S from Site #7
Photo #11 - Site #7, SE View
Photo #12 - Site #8, SE View
Photo #13 - Site #7, outbuilding, W View
Photo #14 - Site #'s 9-12, NE View
Photo #15 - Site #10, E View
Photo #16 - Looking S from Site #11
Photo #17 - Site #11, E View

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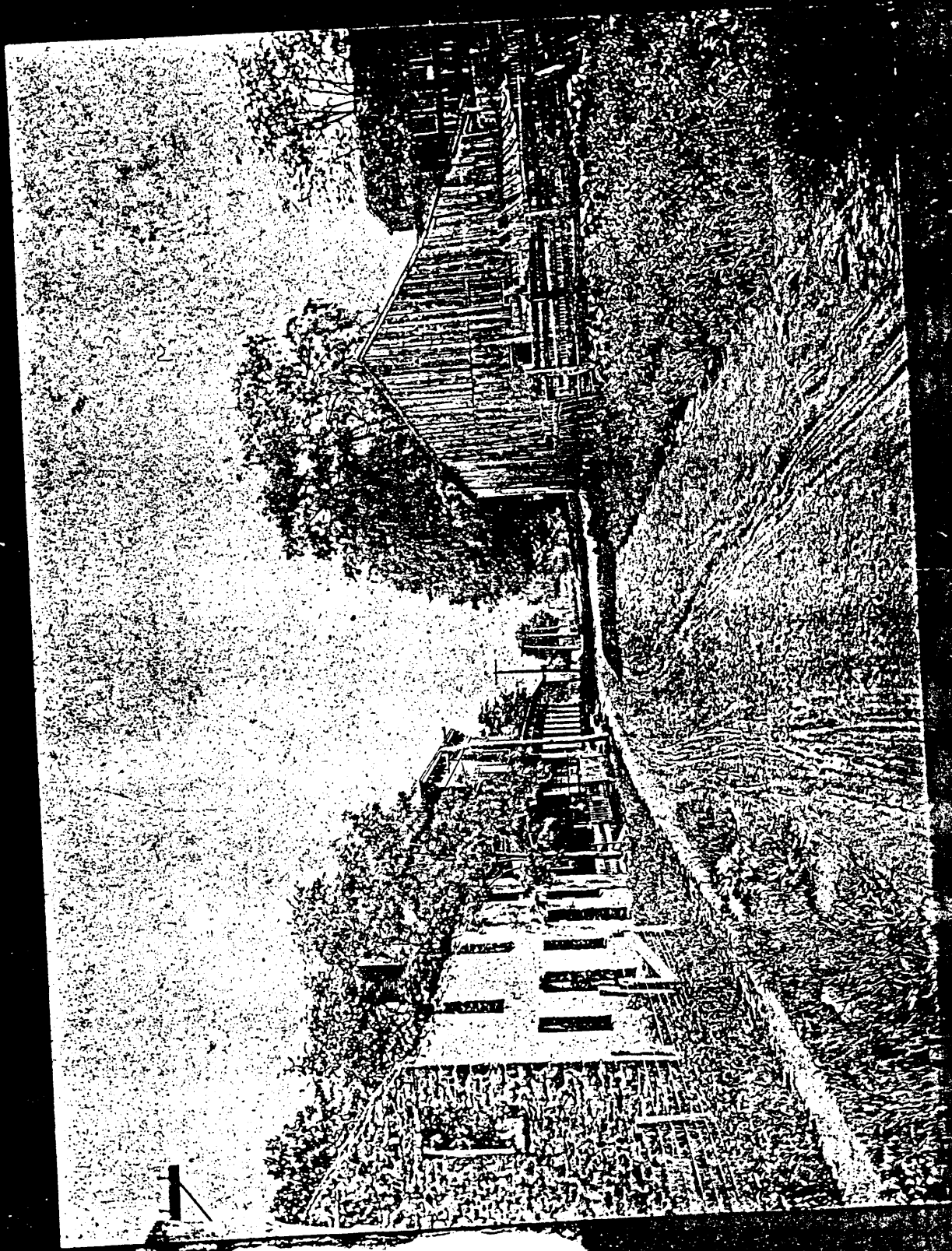
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NEW HAMPTON HISTORIC DISTRICT

Photo #18 - Site #11, barn, NE View
Photo #19 - Looking north from Site #10
Photo #20 - Looking NE from Site #26
Photo #21 - Site #25, NE View
Photo #22 - Site #24, NE View
Photo #23 - Site #33, W View
Photo #24 - Site #12, E View
Photo #25 - Site #12, SE View
Photo #26 - Site #12, SE View
Photo #27 - Site #21, looking SW
Photo #28 - Looking SE at Site #14
Photo #29 - Site #14, NE View
Photo #30 - Site #15, W View
Photo #31 - Site #16, NW View
Photo #32 - Site #17, NW View
Photo #33 - Site #17, NW View
Photo #34 - Site #17, NE View
Photo #35 - Site #17, dam, NE View
Photo #36 - Site #18, E View
Photo #37 - Site #18, NW View
Photo #38 - Site #19, NE View

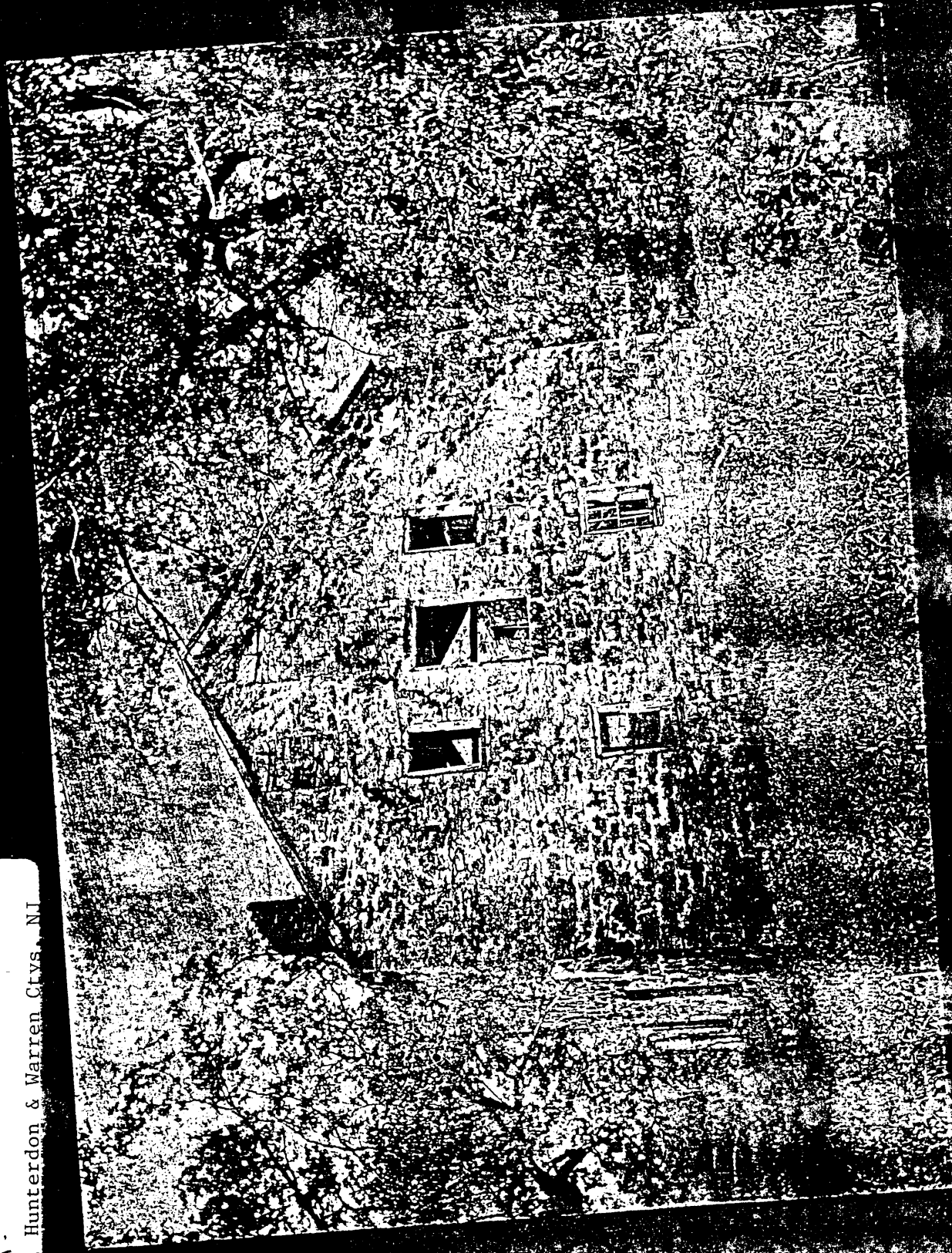
New Hampton HD, Lebanon Twp, Hunterdon County & Washington Twp, Warren County, NJ

View of Main Street, New Hampton
Old Tavern is in the fore ground, on left
Old Furniture Factory on right"
(nodate, before 1906)
Collection Lebanon Twp. Historical Museum



"Front view of Old Distillery
[at] New Hampton," (nodate)
Lebanon Township Historical Museum
Collection.

New Hampton HD, Hunterdon & Warren Cts., NJ



Henry Dusenbery (1760-1825)
copy of a portrait by John Paradise
(1783-1833) Hunterdon County born
painter. (illustrated in The Dusenbery
Story) reference to painting in H.D.'s will



MAJOR HENRY DUSENBERY ESQ.

New Hampton HD, Lebanon Township, Hunterdon County & Washington Township, Warren County,
New Jersey

Copy of portrait by John
Paradise, referenced in ~~the~~ subject's
husband's will & illustrated in
The Dusenbery Story.



LYDIA SWAZEY DUSENBERY
Wife of Major Henry Dusenbery

New Hampton HD, Lebanon Township, Hunterdon County & Washington Township, Warren County,
New Jersey

New Hampton HD
Lebanon Township, Hunterdon County &
Washington Township, Warren County, NJ

WASHINGTON
WARREN

TOWNSHIP
COUNTY

MUSCONETCONG

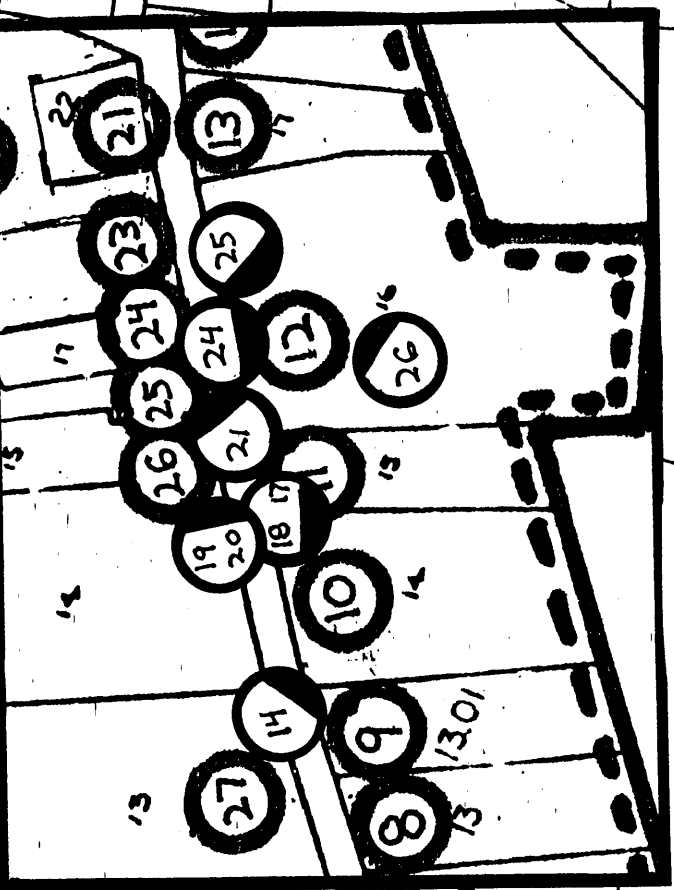
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ROAD

RIVER

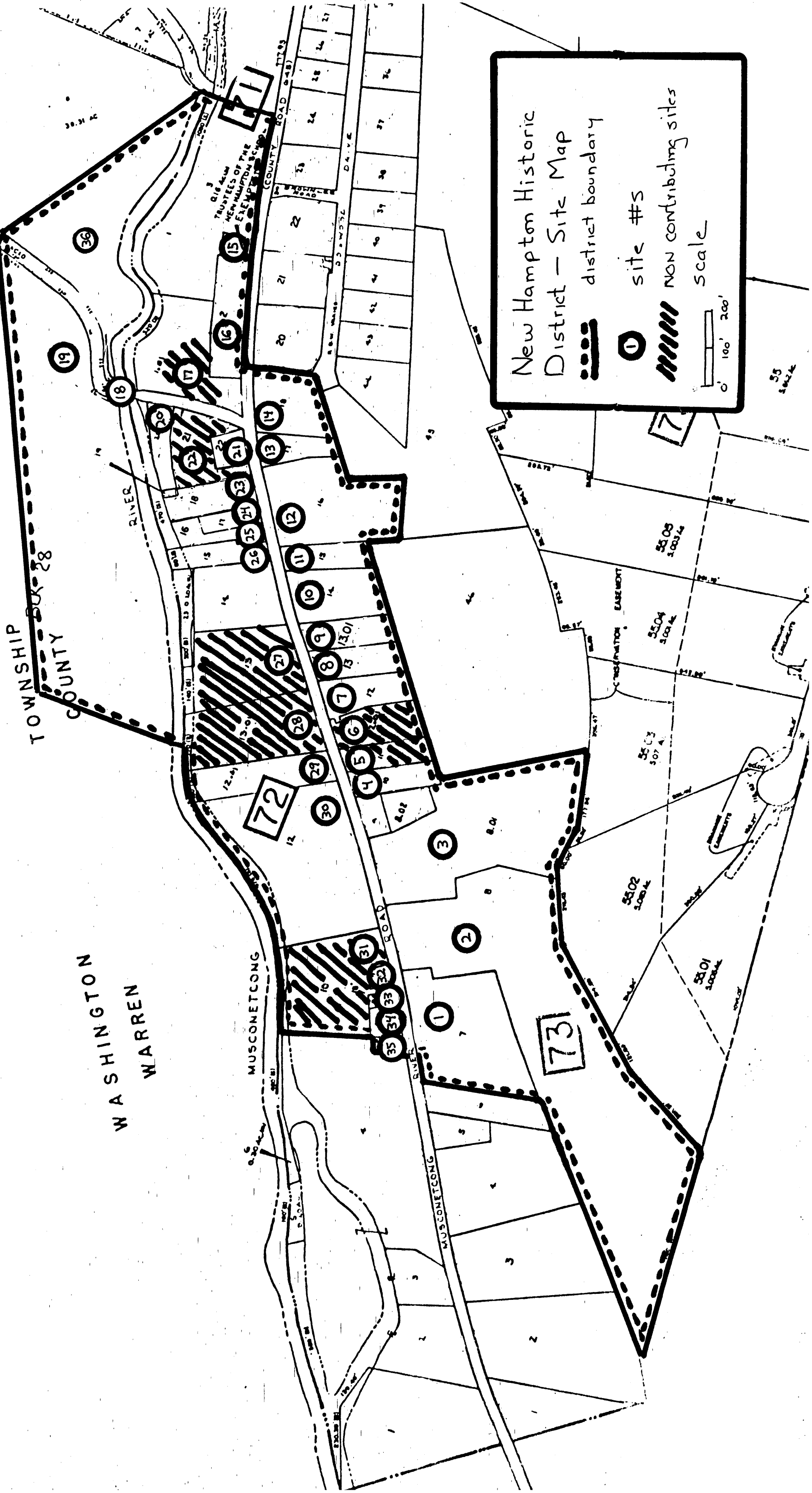
TRUSTEES OF THE
NEW HAMPTON SC
ELEMENTARY SCHOOL

COUNTY ROAD 64



New Hampton District
Photograph ID Map
① site #s
① photo #s & direction of view

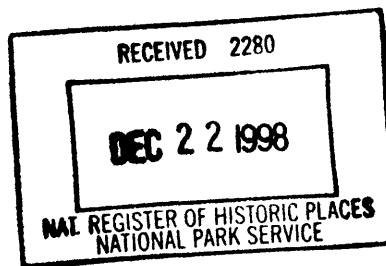
New Hampton HD
Lebanon Township, Hunterdon County &
Washington Township, Warren County, NJ



PORT COLDEN HISTORIC DISTRICT

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



OMB No. 10024-0018

1639

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Port Colden Historic District

other names/site number _____

2. Location

street & number Route 56, Lock Street, Port Colden Rd., Morris Canal Terrace
N/A ☐ not for publication

city or town Washington and Mansfield Townships ☐ vicinity

state NJ code NJ county Warren code 041 zip code 07882

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

Assistant Commissioner for Natural & Historic Resources/DSHPO
State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☒ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the
National Register
☐ See continuation sheet.

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

☐ other, (explain:) _____

Signature of the Keeper

Date of Action

William H. Beall

1-21-99

Port Colden HD
Name of Property

Warren, NJ
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property
(Check only one box)

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
59	37	buildings
3		sites
		structures
3		objects
65	37	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

4

6. Function or Use

Historic Functions
(Enter categories from instructions)

domestic/single family
domestic/hotel
commerce/department store
education/school
transportation/water-related
industry/manufacturing facility
religion/religious facility

Current Functions
(Enter categories from instructions)

domestic/single family
religion/religious facility
education/school
commerce/business

7. Description

Architectural Classification
(Enter categories from instructions)

Greek Revival
Gothic Revival
Italianate

Materials
(Enter categories from instructions)

foundation stone
walls clapboard
aluminum
roof synthetic
other brick

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Port Colden HD
Name of Property

Warren, NJ
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☒ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A
(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering
Record # _____

Areas of Significance

(Enter categories from instructions)

transportation

settlement pattern

commerce

education

architecture

Period of Significance

1824 - 1924

Significant Dates

1835

Significant Person

(Complete if Criterion B is marked above)

William C. Dusenberry (1807-1867)

Cultural Affiliation

N/A

Architect/Builder

A. H. Price

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other

Name of repository:

Washington Township Historic Preservation
Commission

Port Colden HD
Name of Property

Warren, NJ
County and State

10. Geographical Data

Acreage of Property approx. 91

Washington, NJ Quad

UTM References

(Place additional UTM references on a continuation sheet.)

1	18	503420	4512800
Zone	Easting	Northing	
2	18	503600	4512940
Zone	Easting	Northing	

3	18	503760	4512920
Zone	Easting	Northing	
4	18	503880	4512880
Zone	Easting	Northing	

☒ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Dennis N. Bertland
organization Dennis Bertland Associates date April, 1998
street & number P.O. Box 11 telephone (908)689-6356
city or town Port Murray state NJ zip code 07865

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name
street & number telephone
city or town state zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Warren Co., NJ

Port Colden is located in the Highlands geographical province of northwestern New Jersey, just east of the Borough of Washington, where a wide gap in the Pohatcong Mountains has long channeled the region's east/west transportation and the Washington Turnpike (now Route 57), the Morris Canal, and the Morris and Essex Railroad (now Conrail) all pass between the Musconetcong and Pohatcong Valleys. A lock, boat basin, and inclined plane of the long abandoned canal at the eastern end of the gap provided a focal point for the settlement whose buildings are clustered around the site of the boat basin and lock, mostly along short stretches of two parallel roads (Port Colden Road and Lock Street) to the north of the highway and still active railroad. Except for a church, elementary school, and an office building which occupies a 19th-century tavern, the district is almost entirely residential. The surrounding landscape is a mix of wooded and open land interspersed with scattered dwellings of mostly 20th-century date and with modern commercial development to the west along Route 57.

The Port Colden District encompasses all of the resources associated with the hamlet, including some open land which helps establish its historical character and rural setting, but excludes all of the modern residential and commercial development around it. An inventory of district's resources forms part of this section, and the resources have been categorized as "contributing" or "non-contributing" to the district's historical significance. One structure, the canal bed or prism, and three sites, Lock 6 west (#30), the boat basin (#47), and the incline plane 6 west (#60) are already listed on the National Register as part of the Morris Canal. The sixty-six contributing resources include sixty 19th-century and 20th-century buildings with attendant outbuildings, three building sites (#s 1, 33, and 60), and three objects (a hitching post, #37, a well curb and gate piers, both #40). There are thirty-six non-contributing resources, besides the township elementary school (#47) most of which are small 20th-century garages.

The district's buildings are, for the most part, modest vernacular structures of frame or, less commonly, brick or stone construction dating to the middle decades of the 19th-century and exhibiting simple stylistic embellishment typical of the era. The majority of them are dwellings, often with small outbuildings. Also modest in scale and detailing are three, frame, 19th-century commercial buildings (site #s 9, 25, and 28, photo #s 3, 10, and 16), the brick 1869 schoolhouse (site #51, photo #21), and the

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frame 1893 Methodist Church (site #48, photo #20). Somewhat larger in scale is the former Port Colden Hotel (site #26, photo #11), a stone, 3-story building dating to 1836, and the township elementary school (site #47, photo #47), a brick building erected in 1931 and subsequently remodeled and enlarged. Most district buildings have been enlarged or refurbished over the years. Modern improvements, while resulting in the loss or obscuring of early fabric and detailing in many cases, have not destroyed the historic character of the district. A rather tight streetscape of closely spaced buildings of small, narrow lots with short setbacks prevails throughout the district, although the grouping is somewhat looser on the northern and eastern sides. Picket fences delineate several village properties, and large trees and mature shrubbery are scattered throughout the district. Although a number of properties are in need of maintenance and repairs, the district's buildings are generally in fair to good condition.

Port Colden's architecture is representative of the region's vernacular construction practices and building types. Almost all of the district's dwelling's are the traditional, 2-story, gable-roofed types with single-pile plans, gable-end chimneys, and generally regular fenestration patterns of three to five bays. Such houses are ubiquitous in northwestern New Jersey's 19th-century housing stock. Examples with two-room, side-hall and center-hall plans include #s 2 - 5, 10, 11, 14 - 18, 33, 35 - 38, 41 - 44, and 52) (photo #s 1, 2, 8 - 9, 13 - 15, 23 - 24, and 27). The district contains one stone house with a double pile, (originally) four room plan, the late 18th-century Woolston Homestead (site #61, photo #28). The district has two examples of the traditional 1 and 1/2-story house types which were prevalent at an early date but fell out of favor by the middle of the 19th century, #s 45 and 46, both of which probably date to the 1830s. Five district dwellings, #s 12, 13, 23, 40, and 55 (photo #s 22-24 and 25), exemplify the gable-fronted house type which entered the local building vocabulary in the middle of the 19th century. There are also two examples, #s 6 and 33 (photo #22), of the 1 and 1/2-story "bungalow" house type which became popular locally in the early 20th century, an one example, #49, of the boxy, 2-story, hip-roofed house type, known as the "four-square," which was contemporary to the bungalow.

While most of the outbuildings associated with district buildings are garages and sheds of mid 20th-century date, a few early out buildings are present including two small barn/wagon houses (site #s 36 and 37, photo #23), a large barn/stable on the former

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hotel property (#26, photo #3), and several privies like #s 14 and 36; all of which are utilitarian frame structures.

Port Colden also contains a number of institutional and commercial buildings. The 1869 Port Colden School (site #51, photo #21) is a well preserved example of the substantial two-story schoolhouses erected in a number of the prosperous villages throughout the region during the 19th century. The brick, gable-roofed building has its entrance and a belfry at the south gable end and one room and an entry on each story. The upper story was sometimes used for religious services. The Methodist Church (site #48, photo #20), erected in 1893 evidently to the design of architect W. H. Price, is a frame, L-shaped building with a square bell and entry tower at the junction of the two sections and an auditorium plan, a 19th-century church plan innovation which first appeared locally late in the century. The belfry was originally capped with a high pyramid roof.

The district's commercial buildings encompass three stores and one tavern or hotel. Built in 1836 by William C. Dusenberry, the Port Colden Hotel (site #26, photo # 11) is a substantial, stuccoed stone building of three stories above a raised basement and features a low-pitched hip roofed, paired end-wall chimneys, and a double-pile, center-hall plan. The 5-bay front is dominated by a full-height portico, and central entries on the both the first and second stories open onto porches incorporated into the portico. There are two ground story front entries beneath the portico which presumably provided access to dining and bar rooms, and a large kitchen to the rear; the first story accommodates more formal rooms including large parlors. an interior arrangement characteristic of a number of the region's 19th-century hotels. Tietworth's Store (site #9, photo #4), a 2-story, frame building with gable-end central entry and flanking windows erected c. 1860-74 on the old turnpike, conforms to the gable-fronted commercial type ubiquitous throughout the region in the 19th century, as did the Nunn-Skinner Store (site #28, photo #16) as originally built c. 1852-60. The latter a much larger structure adjoining the canal, had a gambrel roof which incorporated hoist dormers on both sides, and its 3-bay front elevation featured a central entry flanked by large windows and sheltered by a full-width porch. The gambrel roof evidently was replaced by a hip roof c. 1920. The district's third commercial building, Widener's Store (site #25, photo #10), also located on the canal, is a small, 1 and 1/2-story, gable-roofed building which dates 1852-60 and whose attic story presumably also was used

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Port Colden HD
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for storing goods, as an old photograph depicts a batten-doored entry on upper level on the side facing the canal.

The district also contains a number of site features associated with the canal in addition to well preserved portions of the canal prism. At Lock 6 West, the lock tender's house (site #31, photo #17) survives as does the buried lock chamber (site #30, photo #18), portions of whose stone walls are visible above grade. At the boat basin and boat yard site, now the site of the township elementary school (site #47) the configuration of the large rectangular basin is still evident, particularly at its south end. The north end of the basin, however, has been disturbed by the construction of the elementary school, as has been the boat yard site which adjoined it to the northeast, although it is possible that archaeological remains may site be present. Located just east of the village center, Inclined Plane 6 West retains a number of associated features including three small frame dwellings (site #s 55, 58, and 59, photo #25 and 27), the plane wheel house foundation/turbine chamber (site #60), as well as portions on its entry flume, exit race, and the adjoining foundation of a saw mill powered by canal water.

While the exteriors of some district buildings are quite unadorned, most exhibit at least some decorative detailing. The embellishment of these vernacular structures derives from several of the architectural styles popular in the 19th and early 20th centuries. The tracery muntins of the transom and fanlights at the front entry of William C. Dusenberry House (site #41, photo #13), for example, is a common Federal style motif, and Greek Revival influences are evident in the entry's flanking pilasters and the side-lighted and transomed front entry of #s 43 and 26 (photo #s 14 and 11). The latter building, the Port Colden Hotel, is the district's most architecturally distinguished building and one of the best examples of the Greek Revival style in Warren County, featuring a full-height portico with massive square pillars and a wide encircling entablature with frieze windows. The well-preserved interior retains such characteristic Greek Revival work as symmetrically molded trim with corner blocks and simple pilastered mantels.

Several of the Victorian revival styles also influenced village builders. The "tracery" porch detailing of several houses like #s 3 and 13 (photo #s 1 and 7), as well as the scalloped gable bargeboard and label hood molding of the front gable window of the

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latter dwelling are typical of the Gothic Revival style. The round-arched gable windows of #2 and boxed overhanging eaves of #42 similarly are characteristic of the Italianate style (photo #s 12 and 14). The old Port Colden School (site #51, photo #21) exhibits a mix of Italianate and Gothic Revival motifs with the mullion-like vertical muntins of the front windows and the bracketed cornice and round-arched louvers, now removed which graced its belfry. On house, #27, has a Second Empire mansard roof. The 1893 Methodist Church (site #48, photo #20) exhibits a mix of Carpenter Gothic and Stick style influences in its "point-arched" windows and the strap work frieze on its bell tower. The turned porch posts and spandrel brackets of several dwellings (#s 5, 12, 23, and 33), are embellishments of Queen Anne derivation, as are the octagonal tower added to #3 and the decorative shingling and cut-work ornamentation of the front gable of #12 (photo #s 1 and 6).

Early 20th-century Colonial Revival influences are limited to the porches of a few dwellings such as the cast stone Ionic columns on rock-faced pedestals at #36 and the Tuscan columns of #s 40, 42, and 49 (photo #23). The Craftsman style also had some impact on village builders as can be seen in the form and detailing of two "bungalows," #s 7 and 34 (photo #22).

An inventory of all structures and sites within the district has been prepared as part of this description. Each principal structure and site is identified by a number which locates it on the accompanying district map. All entries have been categorized as "contributing" or "non-contributing" to the significance of the district. All outbuildings included in the inventory are contributing unless individually identified with the designation (NC).

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Port Colden District Inventory

- 1 50 Lilac Lane. L-shaped, 3-section, coursed rubble stone cellar of a canal company dwelling, presumably a frame structure destroyed by fire.

Style: none

Date: mid 19th

Contributing

B40/L83

- 2 446 Route 57 East. Frame, 2-story, gable-roofed, dwelling consisting of a 3-bay, single-pile main block with paired interior chimneys (brick stacks) and a rear ell.

Style: Gothic Revival/Italianate
influences

Date: c. 1860-74

Now covered with aluminum siding, the exterior features a box cornice with "paneled" bed molding strip, wide frieze and returns which is carried on the raking eaves, 4/4 sash windows, round-headed gable windows, and a flat-roofed front porch whose elaborate tracery supports were recently replaced by square posts. The transomed central entry has a paneled surround and double doors with round-arched upper glass lights and bolection-molded lower panels.

Outbuildings: (1) frame, 1-bay garage (mid 20th) (NC).

Contributing

B40/L81

Neg. # C 6 & 7

- 3 452 Route 57 East. Frame, 2-story, gable-roofed, dwelling consisting of a 3-bay, single-pile main block with an interior chimney (brick stack, originally one of a pair) and a rear ell. An octagonal tower with peaked roof has been added to the central front bay above the porch roof.

Style: Italianate influences, Queen Anne and Colonial Revival embellishment

Date: c. 1874-80, tower added c. 1890s

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Now covered with aluminum siding, the exterior features a box cornice with "paneled" bed molding strip, wide frieze and returns which is carried on the raking eaves, 2/2 sash windows, and a central entry with side lights and glass-and-panel door which may be an early 20th-century replacement. The flat-roofed front porch has a box cornice, pedimented projecting central bay, wide "paneled" posts with pedestals and capitals, and matching arcade frieze; the tracery "panels" of the posts and frieze were replaced with lattice work. The tower has a patterned slate roof with finial at the peak, windows with colored glass borders, and a flared, shingle-clad spandrel below the third-story windows.

Outbuildings (1) frame, 2-bay garage (c.1930-50) with a clipped front gable, wood shingle siding, and batten door (NC).

Contributing B40/L80 Neg.# C 6, 7 & 9

- 4 454 Route 57 East. Frame, 1-story, gable-roofed dwelling
Style: none Date: c. 1960s
Outbuildings: (1) concrete block, 2-bay garage (c. 1950s) (NC).

Non-Contributing B40/79 Neg.# C 7

- 5 464 Route 57 East. Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling with a rear appendage.

Style: Queen Anne influences Date: c. 1874-90

It has aluminum siding, boxed overhanging eaves, 1/1 sash windows, and central front entry with glass-and-panel door and a shed-roofed porch with turned posts.

Outbuildings: (1) frame, 1-bay garage (mid 20th) (NC); (2) frame, 2-bay garage (c. 1950-60) (NC); (3) frame shed (mid 20th) (NC).

Contributing B40/L78 Neg.# C 8

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- 6 470 Route 57 East. Frame, gable-roofed, 2-story, 5-bay, single-pile dwelling with interior east gable-end chimney (brick stack) and a modern, concrete block, exterior chimney on the west gable end.
- Style: none Date: c. 1850-60
- Among the exterior features are aluminum siding, boxed overhanging eaves, 2/2 sash windows, and a central entry with modern Colonial surround which is flanked by modern bow windows.
- Outbuildings: (1) frame, 1-story, 2-bay, garage (mid 20th) with corrugated metal sheathing (NC).
- Contributing B40/77 Neg.# C 8
- 7 476 Route 57 East. Frame, gable-roofed, 1 and 1/2-story, 3-bay, dwelling.
- Style: Craftsman influences Date: c. 1915-35
- Exterior features include overhanging eaves, aluminum siding, gabled front dormer, 1/1 sash windows, and an enclosed porch with square posts on brick pedestals.
- Outbuildings: (1) frame, 2-bay, gable-roofed garage (c. 1990s) with aluminum siding (NC).
- Contributing B40/L85 Neg.# C 8
- 8 482 Route 57 East. Frame, 2-story, gable-roofed, 3-bay, single-pile, dwelling with interior chimney (small brick stack, presumably one of a pair) and rear ell.
- Style: none Date: c.1874-1900
- It has aluminum siding, box cornice with returns that is carried on the raking eaves, and 1/1 sash (replacement) windows, a modern central entry with single side light, and

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a gabled front porch which also is a replacement.

Contributing B40/L76 Neg.# C 10

- 9 518 Route 57 East (W. Tietsworth's Store) Frame, 2-story, gable-roofed, store (later converted into a dwelling) with a 2-over-3-bay gable-end front and a brick exterior chimney (mid 20th) on the west side.

Style: none

Date: c. 1860-74

Among the exterior features are overhanging eaves, aluminum siding, 1/1 (replacement) sash windows, central entry with glass-and-panel door, and a hip-roofed porch with square posts and modern lattice work.

Contributing B40/L75 Neg.# B 24, 26-27

- 10 3 Lock Street. Frame, 2-story, gable-roofed, single-pile, 3-bay dwelling with north interior gable end chimney (brick stack) and a shed-roofed north appendages.

Style: none

Date: c. 1860-74

It has aluminum siding, overhanging eaves, 1/1 (replacement) sash windows, and a small, enclosed, gabled entry porch.

Outbuildings: (1) frame, 2-bay garage (mid 20th) (NC).

Contributing B40/L75 Neg.# B 24

- 11 17 Lock Street. Frame, 2-story, gable-roofed, single-pile, 4-bay dwelling (possibly built in two parts) with interior gable-end chimneys (brick stacks) and a shed-roofed rear appendage.

Style: none

Date: c. 1830-50

Exterior features include overhanging eaves, asbestos shingle siding, 6/6 sash windows, and an enclosed entry porch.

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Outbuildings: (1) frame shed with garage appendage (mid 20th).

Contributing B40/L73 Neg.# B 35 & C 23

- 12 23 Lock Street. Frame, 2-story, gable-roofed, L-shaped dwelling with a 3-bay gable-end front, two interior chimneys (brick stacks), a gabled semi-hexagonal projecting bay on the south gable end, and a rear appendage.

Style: Queen Anne influences Date: c. 1890-1910

The front has an elaborate, cut-work peak ornament incorporating sunburst and strap work motifs. Other features include clapboard siding, fish-scale shingling on the front gable, boxed overhanging eaves, 1/1 sash windows, front double doors, each with a glass light above a bolection-molded panel, and a shed-roofed, L-shaped porch with tracery spandrel brackets and pendants and turned posts.

Contributing B40/L72 Neg.# B 35, C 2 & 3

- 13 27 Lock Street. Frame, gable-roofed, L-shaped dwelling consisting of 2-story main block with a 2-bay gable-end front and two interior chimneys (brick stacks) and of a 3-bay, 1 and 1/2-story north wing with interior north gable-end chimney (brick stack) and shed-roofed rear appendage.

Style: Gothic Revival influences Date: c. 1852-60

The exterior features clapboard siding, boxed overhanging eaves with, on the main block, scallop-edged tracery bargeboard, 6/1 sash windows, raked-head front gable window with eared hood mold, main block entry with glass-and-panel door, and a shed-roofed front porch with tracery spandrel brackets and pendants and turned posts which matches that of the house next door (#12) and may replace an earlier porch. The wing has an enclosed shed-roofed porch to which has been added a 1-bay, gable-roofed, Colonial Revival entry porch with slender clustered posts.

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Outbuildings: (1) frame, 1-bay garage (mid 20th (NC)).

Contributing B40/L71 Neg.# C 4 & 22

- 14 33 Lock Street. Frame, 2-story, gable-roofed, single-pile, 3-bay dwelling with north-gable-end interior chimney (brick stack with corbelled drip cap) and a shed-roofed rear appendage.

Style: Craftsman embellishment Date: mid 19th

It has asbestos shingle siding, boxed overhanging eaves, 1/1 (replacement) sash windows, central front entry with glass-and-panel door, and an almost flat-roofed porch with box cornice and whose square posts with cap and base moldings and closed block railing are early 20th-century replacements.

Outbuildings (1) frame, gable-roofed privy (early 20th) with clapboard siding (C).

Contributing B40/B70 Neg. # B 12

- 15 37 Lock Street. Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling with north-gable-end interior chimney (brick stack), a modern concrete block chimney at the north end of the front, and a rear appendage.

Style: Italianate influences Date: mid 19th

The exterior features clapboard siding, boxed overhanging eaves with crown and bed moldings and frieze, 1/1 (replacement) sash windows, a central entry, and a shed-roofed porch with turned posts.

Outbuildings (1) frame, gable-roofed garage (mid 20th) (NC).

Contributing B40/L69 Neg. # B 12

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- 16 41 Lock Street. Frame, 2-story, gable-roofed, dwelling consisting of a 3-bay, single-pile main block with north-gable-end interior chimney (brick stack) and a 2-story rear ell whose interior end-wall chimney has a plastered exposed back and a brick stack.

Style: Colonial Revival embellishment Date: mid 19th

It has clapboard siding, asphalt shingles on the gables, boxed overhanging eaves, 6/6 sash windows, central entry, and a 1-bay, gable-roofed Colonial Revival porch with slender clustered columns.

Outbuildings (1) concrete block, gable-roofed garage (mid 20th) (NC).

Contributing B40/74 Neg. # B 12, C 12

- 17 53 Lock Street. Brick or frame, 2-story, 5-bay, gable-roofed, single-pile dwelling with a rear ell.

Style: Greek Revival influences Date: c. 1852-60

It has perma-stone siding, small eaves entablature with returns that is carried on the raking eaves, 2/2 sash windows with timber lintels, and a central front entry with transom and glass-and-panel door. The siding and the timber window lintels suggest that it may be of brick construction.

Outbuildings (1) frame, 2-bay garage (c. 1930-50) with shingle-clad gables and batten sliding doors (NC).

Contributing B40/L68 Neg. # B 13, C 13-14

- 18 57 Lock Street. Frame, 2-story, 3-bay, gable-roofed, single-pile dwelling with a modern exterior block chimney on the south gable end.

Style: none Date: c. 1874-85

Exterior features include clapboard siding, a box cornice

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with "paneled" bed molding (like that of the 1869 school, #51), frieze and returns that is carried on the raking eaves, and a central entry. The front porch has been removed leaving a ghost of its outline, vinyl siding is being installed and the windows replaced.

Outbuildings (1) concrete block and frame, gambrel-roofed, 1-story garage/work shop (c. 1965-85) (NC).

Contributing B40/L82 Neg. # C 15

- 19 63 Lock Street. Frame, 2-story, 3-bay, gable-roofed, single-pile dwelling with an interior north gable-end chimney (brick stack) and rear and north gable-end appendages.

Style: none Date: c.1840-60

It has aluminum siding, boxed overhanging eaves, a transomed central entry with glass-and-panel door, a mix of replacement windows, and a 2-story front porch with modern turned posts.

Contributing B40/L67.03 Neg. # C 19

- 20 73 Lock Street. Frame, 1-story, gable-roofed, dwelling.

Style: none Date: c. 1970s

Non-Contributing B40/L67.02 Neg. # C 17

- 21 81 Lock Street. Frame, 1-story, gable-roofed, dwelling.

Style: none Date: c. 1970s

Non-Contributing B40/L67.01 Neg. # C 17

- 22 10-12 Lock Street. Frame, 2-story, 4-bay, gable-roofed, single-pile duplex dwelling (set perpendicularly to the street) with an modern exterior west gable-end chimney. It occupies the site of and perhaps was remodeled from the

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Episcopal chapel associated with St. Matthew's Hall (site #26).

Style: none

Date: mid 19th

Among the exterior features are aluminum siding, overhanging eaves, a mix of replacement windows, paired inner-bay entries with modern doors, and a shed-roofed front porch with modern decorative iron railing.

Outbuildings: (1) frame, 2-bay garage (c. 1970-90) with overhead door (NC).

Contributing

B42/L5

Neg. # B 30 & 31

23

18 Lock Street. Frame, 2-story, gable-roofed, dwelling with a 2-over-3-bay gable-end front and an exterior brick chimney. It occupies the site of a wheelwright shop depicted in the 1874 atlas.

Style: Queen Anne influences

Date: c. 1890-1910

Exterior features include clapboard siding, boxed overhanging eaves, 2/2 sash windows, front porch with box cornice, tracery spandrel brackets and pendants, and turned posts, and semi-hexagonal bay windows flanking the central front entry whose double doors have glass lights above bolection-molded panels.

Contributing

B42/L6

Neg. # B 32-34

24

22 Lock Street. Frame, 2-story, 3-bay, gable-roofed, single-pile dwelling with a 2-bay rear wing with brick chimney on its east gable end.

Style: none

Date: mid 19th

Exterior features include overhanging eaves, asbestos shingle siding, brick veneer on the first-story front, 1/1 (replacement) sash windows, a central front entry, and a shed-roofed screened porch.

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Contributing

B42/L7

Neg.# B 34, C 1

- 25 62 Lock Street (former Widener's Store). Frame, 1 and 1/2-story, 4-bay, gable-roofed, single-pile store house (converted into a dwelling) with an interior chimney (brick stack).

Style: none

Date: c. 1852-60

The exterior features four 3-light "knee high" windows at the front eaves, asbestos shingle siding, overhanging eaves, and an enclosed, shed-roofed front porch. The 1987 Warren County Morris Canal survey reported that there were brick bake ovens in the cellar.

Contributing

B40/L66

Neg.# C 16

- 26 1-3 Port Colden Road (former Port Colden House/St. Matthew's Hall). Stuccoed-stone, 3-story hotel, 5-bays wide and 3-bays deep, with a raised basement story, double pile center-hall plan, paired end-wall chimneys (stuccoed stacks with water tables), and a low-pitched hip roof which, along with the 3rd story, projects in front over the full height, 5-bay portico.

Style: Greek Revival

Date: 1835; the September 19, 1835 deed to William C. Dusenberry from his brother-in-law James Anderson, Jr. for the then half-acre property makes mention of the "house now building on said lot" (Warren County Deeds, Book 13/page 453), and a 1838 deed for the lot across Port Colden Road locates its southwest corner as 65 links "from Dusenberry's sign post" (Warren County Deeds, Book 17/page 21). When the property was sold at sheriff's sale in 1841 the auction was held "in the Port Colden House on the premises" (Warren County Deeds, Book 21/page 93).

The front portico consists of six 2-story square pillars with Grecian ovolo-molded, recess-paneled shafts and molded capitals and bases which rest on stone pedestals (covered with modern brick veneer) and support the projecting third

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story. The first and second story porches have simple wooden railings. The third story is frame construction and articulated as an entablature with horizontal flush sheathing, architrave and frieze moldings, and a heavy cornice; horizontal 3-light windows pierce the frieze. The enframement of the first story front entry is composed of pilasters matching the portico pillars and a full entablature. The slightly recessed entry has a vertical 2-panel door with Grecian ovolo moldings, flanking pilasters with plain shafts, side lights above recessed panels, and a full-width transom. A side-lighted doorway opens onto the upper porch above. Other features include two ground story entries; 6/6 sash windows with Grecian ovolo molded architrave trim and paneled or louvered shutters, and an enclosed rear porch. The 3rd-story window shutters are a modern addition as is the ramp on the east side.

The well-preserved interior retains much early fabric including symmetrically molded door and window trim with corner rosettes and paneled window reveals on the first story, architrave door and window trim elsewhere, panel and batten doors, timber-linteled cooking fireplace with bake oven in the cellar kitchen, simple pilastered mantels at the other fireplaces, and an open staircase rising from the first to the third stories with round railing, turned spindles, and vase-turned newels posts. On the two upper floors the rooms open from wide cross halls.

Outbuildings (1) frame, 2-story, gable-roofed stable/wagon house (mid/late 19th) with overhanging eaves, clapboard siding, small multi-pane windows, and a batten sliding door on their west side; an overhead garage door has been installed on the south gable end entry; the 6-panel door with Grecian ovolo moldings to its west probably was recycled from elsewhere (C).

Contributing

B42/L4

Neg. # B 21-23,
25, 28 & 30

27

11 Port Colden Road. Frame, 2 and 1/2-story, mansard-roofed, 3-bay, double-pile dwelling with interior north-end-wall chimney (brick stack) and a shed-roofed rear appendage.

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Style: Second Empire influences

Date: c. 1860-74

Now covered with aluminum siding, the exterior features gable dormers, a built-up box cornice (brackets probably removed), and 2/2 sash windows. The shed-roofed porch with decorative iron posts is a modern alteration as is the paired front entries and small flanking windows,

Contributing

B42/L11

Neg. # B 10

28

23-29 Port Colden Road (former Nunn-Skinner Canal Store). Frame, 2-story, store (converted into a multiple dwelling), 3-bays wide and 4-bays deep, with a stone basement, built into the canal tow path embankment. that is fully above grade on the south and west, a low pitched hip roof, and a small brick rear appendage with paired interior chimneys.

Style: none

Date: c. 1852-60
remod. c. 1920

Exterior features include overhanging eaves with exposed rafter ends, asbestos shingle siding, 1/1 sash windows with plain trim, central front entries with glass and panel doors opening onto both levels of the front porch, and a 2-level front porch retaining a box cornice with frieze and tracery pendants; the square posts and crisscross railing are modern replacements.

Historic photographs indicate the building original had a full third story, gambrel roof punctured on both sides by dormers with doors and hoists protected by overhangs.

Contributing

B40/L66

Neg.# A 36, B 14

29

33 Port Colden Road. Frame, 1-story, gable-roofed dwelling with vinyl siding.

Style: none

Date: c. 1970s

It occupies the site of an early canal storehouse which, according to an 1891 newspaper article, was built by Wil-

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|| liam Dusenberry, subsequently converted into a paper run by J. W. Brower of Newark, and destroyed by fire around 1871 ("Port Colden The Story of How, When and Why It Was Founded," The Washington Star, 12/17/1891)

Outbuildings: (1) small frame garage (c. 1970s) (NC).

Non-Contributing B40/63 Neg.# C 7

30 39 Port Colden Road. Site of Morris Canal Lock 6 West.

Style: none

Date: c. 1830

The location and portions of the stone side walls of the buried lock chamber, which was constructed to overcome an elevation of ten feet and was dismantled and filled in 1924, can be discerned in the grassy lawn area to the southwest of the locktender's house (see #31 below). A level area adjoining the southeast corner of the lock is the locktender's shed site. The location of lock's waste weir between the filled lock and the locktender's house can be discerned; part of it functions as a drainage ditch and a concrete Vermule era culvert at one end is intact. North and south of the lock the canal prism remains largely intact, although filled and modified for drainage purposes in places, and incorporates a small boat basin adjoining the Nunn-Skinner store (site #29).

Contributing B40/L60 & 64 Neg.# C 5, D 23-25

31 39 Port Colden Road (canal locktender's house). Frame, gable-roofed, 2-story, 3-bay, single-pile dwelling with interior chimney (brick stack) and a 1-bay east extension.

Style: none

Date: 1868
(Kalata p. 423)

Now covered with aluminum siding, it has overhanging eaves, 1/1 sash (replacement) windows, and a shed-roofed enclosed front porch. It evidently had board-and-batten siding.

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Outbuildings: (1) frame, 1-story, garage (mid 20th) (NC).

Contributing B40/60 Neg.# C 5

- 32 41 Port Colden Road. Frame, gable-roofed, 2-story, dwelling consisting of a 3-over-4-bay, single-pile main block with modern, concrete block, exterior chimney on the south gable end, a rear ell, and a 1-bay north addition with exterior concrete block chimney.

Style: none

Date: c. mid 19th

Among the exterior features are boxed overhanging eaves, aluminum siding, 1/1 sash (replacement) windows with plain trim, an inner bay entry with glass and panel doors, and a shed-roofed porch with turned posts.

Outbuildings: (1) concrete block, 2-bay, gable-roofed garage (mid 20th) with overhead door (NC).

Contributing B40/L61 Neg.# A 24 & 25

- 33 63 Port Colden Road. Frame, 2-story, gable-roofed, dwelling consisting of a 4-bay, single-pile main block with interior north gable-end chimney (small brick stack) and a shed-roofed 2-story rear addition with shed appendage.

Style: Italianate/Queen Anne influences Date: c.1874-1900

It has aluminum siding, boxed overhanging eaves, 1/1 sash replacement windows, paired inner-bay front entries with glass-and-panel doors, and a shed-roofed front porch with box cornice, tracery spandrel brackets and pendants, and turned posts.

Outbuildings: (1) small, frame outbuilding (early 20th) with vertical siding (C); (2) small frame shed (mid 20th) (NC).

Contributing B40/L59 Neg.# A 20-21

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- 34 63 Port Colden Road. Trash-filled, coursed rubble stone
cellar hole of a store.

Style: none

Date: mid 19th; depicted on the 1860 map and in the 1873
atlas, in the latter identified as "Store/ C. C. Hummer."

Contributing B40/L59 Neg.#

- 35 67 Port Colden Road. Frame, 1 and 1/2-story, gable-roofed
3-bay dwelling with a 2 bank cellar that is fully above
grade to the rear and south side a brick exterior chimney
on the north side.

Style: Craftsman influences

Date: c. 1915-30

Among the exterior features are overhanging eaves, a large
gable dormer, 1/1 sash windows, central front entry, and a
shed-roofed porch with stuccoed end piers and canted wooden
posts on stuccoed pedestals flanking the entry steps.

Outbuildings: (1) frame, 2-bay, hip-roofed garage (c. 1915-
40) asphalt siding, overhanging eaves with exposed rafter
ends, and modern overhead garage doors (C)

Contributing B40/L58 Neg.# A 15 & 23

- 36 73 Port Colden Road. Frame, 2-story, gable-roofed, 4-bay,
single-pile, dwelling with interior gable end chimneys
(brick stacks) and a rear ell.

Style: Colonial Revival embellishment Date: mid 19th

It has clapboard siding, box cornice with returns, crown
and bed moldings, and frieze which is carried on the raking
eaves, 6/1 sash windows with plain trim, and inner-bay
entry, and a shed-roofed porch whose cast-stone Ionic col-
umns on rock-faced pedestals are an early 20th-century
replacement.

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Outbuildings: (1) small frame wood shed (early 20th) with bead-board vertical siding (C); (2) frame gable-roofed privy (early 20th) with clapboard siding to 3/4ths height above which the siding is shingled with an unusual kicked apron, overhanging eaves, and a batten door (C); (3) frame, 2-bay, 2-story barn/wagon house (late 19th) with flush eaves, novelty siding, and a modern garage door (C).

Contributing

B40/L57

Neg.# A 12-14

37

85 Port Colden Road. Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling with a shed appendage on the south gable end.

Style: none

Date: mid 19th

Exterior features include clapboard siding, box cornice with crown and bed moldings, frieze and returns that is carried on the raking eaves, 1/1 sash windows, central front and shed entries with modern doors, bracketed gable hood at the shed entry, and a gable 1-bay porch at the front entry with decorative metal posts.

Outbuildings: (1) stone or cast-stone, square, pyramid-capped hitching post (early 20th) (C); frame, 2-bay, 2-story wagon house (late 19th) with vertical siding and batten doors (C).

Contributing

B40/L55

Neg.# A 10 & 11

38

87 Port Colden Road. Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling with an exterior concrete block chimney on the north gable end.

Style: none

Date: mid 19th

Exterior features include aluminum siding, overhanging eaves, 1/1 sash (replacement) windows, and an enclosed L-shaped front porch.

Outbuildings (1) frame, 2-bay, gable-roofed garage (mid 20th) (NC).

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Contributing

B40/L54

Neg.# A 6 & 9

- 39 91 Port Colden Road. Frame, gable-roofed, 3-bay, single-pile dwelling with a 1-bay garage addition on the north gable end.
- Style: none Date: mid 19th
- It has overhanging eaves, vinyl siding, 1/1 sash (replacement) windows, a central entry, and an enclosed 1-bay entry porch.
- Outbuildings: (1) small frame shed (mid 20th) with vertical siding.

Contributing

B40/L55

Neg.# A 5 & 8

- 40 93 Port Colden Road. Frame, 2-story, gable-roofed, dwelling with a 3-bay gable-end front, a semi-hexagonal projecting bay on the south side, and a rear shed appendage.
- Style: Colonial Revival embellishment
- Date: c. 1890-1910, possibly mid 19th and remodeled
- Exterior features aluminum siding, overhanging eaves, 1/1 sash windows, and an L-shaped porch with Tuscan columns on "ashlar" cast stone or poured concrete pedestals and a closed railing of similar material.
- Outbuildings (1) cast-stone well curb (early 20th) with a grid-patterned base and gabled cover with ball finial (C); (2) round, cast-stone gate piers (early 20th) with ball finials flanking the driveway (C).

Contributing

B40/B52.02

Neg. # A 4, 5 & 7

- 41 4 Port Colden Road (William C. Dusenberry House). Frame, 2-story, gable-roofed, 5-bay dwelling with a single-pile center hall plan, interior gable-end chimneys (brick stack)

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and two shed-roofed rear appendages, one of which continues the main roof slope at a slightly different angle.

Style: Federal/Greek Revival influences; Colonial Revival embellishment.

Date: 1836; it purportedly was erected by William C. Dusenberry in 1836 using materials salvaged from the Mineral Springs Hotel near Broadway (which he purchased in 1831, Warren County Deeds Book 9/page 392) and demolished, according to a 1891 newspaper article whose writer evidently interviewed Dusenberry's widow ("Port Colden The Story of How, When and Why It Was Founded," The Washington Star, 12/17/1891), The 1838 deed by which Dusenberry conveyed the property to his mother describes it as "that house and lot of land at Port Colden" (Warren County Deeds, Book 17, page 21).

Now covered with asbestos shingle siding, the exterior features a box cornice with crown molding, later boxed raking eaves, 6/6 and 2/2 sash windows, a central entry with tracery-muntined side lights, transom, and corner lights. symmetrically molded trim with corner blocks, panel door, and large flanking pilasters with paneled shafts and molded capitals and bases which probably survive from the original entry porch. The gabled entry porch with Tuscan columns is an early 20th-century replacement.

Outbuildings (1) frame, 1-bay, gable-roofed garage (c. 1930-50) with clapboard siding and batten sliding door (NC); (2) concrete block, 2-bay garage (mid 20th) (NC).

Contributing

B43/L16

Neg. # B 6-8, 15,
16 & 20

42

8 Port Colden Road. Frame, 2-story, gable-roofed, 3-bay, dwelling with a single-pile, side-hall plan, shed-roofed rear appendage with interior east-wall chimney (brick stack) and a 2-bay 1-story rear addition with rear shed appendage.

Style: Italianate and Colonial Revival embellishment

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It has clapboard siding, boxed overhanging eaves with crown and bed moldings and frieze, 6/6 and 2/2 sash windows, and a gabled entry porch with Tuscan columns.

Contributing B43/15 Neg. # B 6 & 9

- 43 12 Port Colden Road. Frame, 2-story, 3-bay, gable-roofed, single-pile dwelling with a rear wing.

Style: Greek Revival influences Date: c. 1830s

The most notable exterior feature is the recessed central entry with paneled reveals, vertical 2-panel door, side lights, transom, small paired flanking pilasters, and large paneled outer pilasters which evidently survive from the original entry stoop. Alterations include aluminum siding, 1/1 sash windows, and a tripartite picture window.

Outbuildings (1) frame, 2-bay garage (c. 1930-50) with shingle-clad gables and batten sliding doors (NC).

Contributing B43/L14 Neg. # B 4, 5 & 9

- 44 14 Port Colden Road. Frame, 2-story, 3-over-4-bay, gable-roofed, single-pile dwelling with an interior chimney (brick stack) in the north gable end and a rear wing with interior end-wall chimney (brick stack).

Style: Italianate & Gothic Revival embellishmentDate: c. 1830s

The exterior features clapboard siding, a bracketed box cornice with paneled frieze and returns that is carried on the raking eaves, 6/1 and 1/1 sash windows, inner-bay entry with glass-and-panel door, and a shed-roofed front porch with turned posts, tracery spandrel brackets and pendants, and a tracery railing.

Contributing B43/L13 Neg. # B 3

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- 45 16 Port Colden Road. Stuccoed-stone, 2-bay, 1 and 1/2-story, gable-roofed dwelling with shed-roofed stone appendage on the east gable end and a frame west gable-end appendage; it is sited parallel to and abutting the canal bank.
- Style: none Date: c. 1830-40s
- It has modern shed wall dormer, overhanging eaves, and 3-light "knee-high" windows under the eaves.
- Outbuildings: (1) small frame garage (mid 20th) (NC); (2) concrete block shed (mid 20th).
- Contributing B43/L12 Neg. # D 10 & 18
- 46 20 Port Colden Road. Frame, 1 and 1/1-story, gable-roofed, single-pile dwelling with evidently a 1-bay south gable-end extension (which because of the grade is 2 and 1/2-stories) and shed-roofed rear appendage.
- Style: none Date: c. 1830s
- It has overhanging eaves, wood shingle siding, modern windows, and a shed-roofed rear porch.
- Contributing B43/L11 Neg. # A 37, B 1
- 47 30 Port Colden Road. (Port Colden Elementary School) Brick, 1-story, flat-roofed, elementary school consisting of a 7-bay main block with raised basement and projecting end and central pavilions, a low, 1-story south wing, and rear gym wing.
- Style: Art Deco influences
- Date: 1931; south wing, 1951; gym, 1958.
- The central pavilion, originally the entry, is framed with stepped bands of brick whose profile is continued on the

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stepped cast-stone parapet which bears the inscription "Washington Twsp. Consolidated School." A cast-stone surround now frames windows which replaced the entry. The end pavilions are articulated on each side with pilasters strips with corbeled tops. The triple windows are modern replacements.

Outbuildings (1) canal boat basin site (c. 1830) The school is on the site of one of the largest Morris Canal boat basin, portions of which may survive as an archaeological feature; the canal prism survive partially intact to the east (C)

Non-Contributing B40/L67.01 Neg. # C 17

- 48 64 Port Colden Road. (Port Colden Methodist Episcopal Church) Frame, 1-story, gable-roofed, L-shaped church with an auditorium plan and a square bell tower at junction of the two sections.

Style: Carpenter Gothic/Stick influences

Date: 1892/93

Architect: A. H. Price. A rendering of the proposed church depicted in the local paper in 1892 is signed "A. H. Price/arch" (The Washington Star, 9/29/1892).

Now covered with aluminum siding, the exterior features boxed overhanging eaves, large tripartite gable-end windows with raked "arched" heads, stick-work, tracery and stained glass, lancet windows with raked "arched" heads, and a lobed rose window on the west side of the bell tower. The open belfry has a bracketed box cornice with a wide strap work frieze, square corner posts, and tracery sheet metal spandrel brackets which presumably replaced the wooden originals. The low pitched roof and square corner finials are also modern replacements; historic photographs indicate that the tower originally had a lofty pyramid roof with decorative slate work (diamond shaped pattern). The present doubled doored entry replaces the original arched entry on the south side of the tower, now concealed by a small shed appendage.

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Contributing B43/L7 Neg. # A 27-28 & 30

- 49 68 Port Colden Road. Brick, 2-story, hip-roofed, 2-over-3-bay dwelling with a brick and frame rear wing and an interior chimney.

Style: Colonial Revival influences Date: c. 1910-1925

It has hip dormers,, boxed overhanging eaves, segmentally arched 1/1 sash windows, a semi-hexagonal bay window on the south side, a central front entry with glass and panel door, and a hip-roofed front porch with Tuscan columns on brick pedestals.

Outbuildings: (1) frame, garage (mid 20th) (NC).

Contributing B43/L6 Neg.# A 17-19

- 50 74 Port Colden Road. Frame, 1 and 1/2-story, 5-bay, gable-roofed, dwelling with a small 1-bay north wing and interior chimney (brick stack).

Style: Colonial Revival (Cape Cod) Date: c.1950-60

Exterior features include asbestos shingle siding, gable dormers, 6/1 sash windows, and a small side porch.

Outbuildings: (1) concrete block, gable-roofed, 2-bay garage (c.1950-60) with a 1-bay extension (NC).

Non-contributing B43/L5 Neg.# A 16

- 51 1 Front Street. (former Port Colden Schoolhouse) Common-bond brick, 2-story, gable-roofed, schoolhouse with a coursed-rubble-stone cellar, 3-bay south gable-end front, 3-bay side elevations, a frame gabled belfry centered on the roof ridge at the south end, and a modern exterior brick chimney on the north end.

Style: Italianate and Gothic Revival influences

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Date: 1869; marble stone set in the south wall above the entry is inscribed "Port Colden Schoolhouse/Erected 1869."

Exterior features eaves entablature with "paneled" frieze, dentil course, and returns that is carried on the raking eaves, segmentally arched sash windows (4/4 sash on the front with wide vertical muntins suggesting a Gothic mullion and 6/6 sash on the side; the windows are now protected "trompe d'oile" painted plywood covers), a round south gable oculus with wooden cover, an a segmentally arched central entry with transom and double doors with bolection-molded panels (also covered with protective plywood). The clapboard-clad belfry has a square base, four openings (covered with plywood), and a gable roof.

Historic photographs indicate that the belfry originally had a round arched opening on each side, a low-pitched pyramid roof with a lightening rod/weather vane at the peak, and a built-up box cornice broken on each side by a low-pitched gable; a brick chimney was centered on the ridge about midway behind the belfry. A garage door entry has been inserted on the north wall, reached by a low earth ramp. Although the rear half of the first story has been partially remodeled, the interior retain much original fabric including a cellar cistern at the northeast corner.

Contributing

B43/L8

Neg.# A 29-31

52

3 Front Street. Frame, 2-story, gable-roofed, 3-bay, single pile dwelling. with a modern exterior east gable end chimney and a shed-roofed rear appendage with an exterior chimney on its north side.

Style: Italianate influences

Date: c. 1860-74

Exterior features include clapboard siding, boxed overhanging eaves with crown and bed moldings, 1/1 sash windows, central entry with modern replacement door, and a modern shed-roofed porch; vinyl siding has been partially installed at the east end of the house.

Outbuildings (1) frame, 2-bay, gable-roofed garage (mid

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20th) with clapboard siding (NC).

Contributing

B43/L9

Neg. # A 33

- 53 7 Morris Canal Terrace. Frame, 2-story, gable-roofed, dwelling consisting of a 2-over-3-bay, single-pile main block with modern brick east gable-end chimney and a 2-bay rear wing with a large 1-story rear appendage.

Style: none

Date: c.1860-74

The exterior fabric includes boxed eaves, vinyl siding, 1/1 sash windows, central entry, and a shed roofed porch with square posts.

Outbuildings: (1) frame, 1-bay garage (mid 20th) with batten sliding doors and a carport extension on the east side (NC).

Contributing

B43/L17

Neg. # B 16-18

- 54 2 Morris Canal Terrace. Frame, 2-story, gable-roofed, L-shaped dwelling consisting of a 2-over-3-bay single-pile main block with interior east gable-end chimney (brick stack) and a 1-bay, gable-fronted addition to the west whose roof is slightly higher than that of the main block.

Style: none

Date: c. 1860-74, addition late 19th/early 20th

Now covered with asphalt shingle siding, the exterior features a box cornice with overhanging raking eaves and on the addition returns, 1/1 sash windows, main block entry with modern door and rebuilt porch, and addition entry with glass-and-panel door and small gable stoop.

Contributing

B43/L13

Neg.# B 19

- 55 99 Morris Canal Terrace. Frame, 2-story, gable-roofed, dwelling with a 1-bay gable-end front, interior chimney

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with brick stack, and a small shed side appendage; it is located at the foot of the inclined plane 6 west.

Style: none

Date: mid/late 19th; evidently owned by the canal company, possibly a tender or brakeman's dwelling.

It has aluminum siding, overhanging eaves, 1/1 sash windows, and an enclosed front porch.

Outbuildings: (1) Concrete block and brick garage (mid 20th) (NC).

Contributing B43/L23 Neg.# D 15-18

- 56 101 Morris Canal Terrace. Frame, 2-story, gable-roofed, "bi-level" dwelling with 2-bay garage.

Style: none

Date: c. 1970s

It has aluminum siding and overhanging eaves.

Non-contributing B601.01/3.01 Neg.# D 9 & 10

- 57 105 Morris Canal Terrace. Frame, 3-bay, 1 and 1/2-story, gable-roofed dwelling.

Style: none

Date: 1954 (owner)

It has aluminum siding.

Non-contributing B601.01/1.02

- 58 100 Morris Canal Terrace. Frame, 2-story, gable-roofed, 2-over-3-bay dwelling with interior chimney (brick stack) and a 1-story west gable-end addition and rear appendage.

Style: none

Date: mid/late 19th; evidently owned by the canal company.

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It has aluminum siding, overhanging eaves, modern 1/1 sash windows, and an enclosed front porch.

Contributing B601.01/L3.03 Neg.# D 12 & 13

- 59 104 Morris Canal Terrace. Frame, 2-story, gable-roofed, 2-over-3-bay dwelling with a 1-story east gable-end addition and rear appendage.

Style: none

Date: mid/late 19th; evidently owned by the canal company.

It has vertical siding, overhanging eaves, modern 1/1 sash windows, and an enclosed front porch.

Contributing B601.03/L69 Neg.# D 12 & 13

- 60 Morris Canal Terrace. Site of Incline Plane 6 West, one of only three double-track incline planes on the Morris Canal, is located in both Washington and Mansfield Townships. Morris Canal Trail transverses the plane from its foot and a small basin, subsequently enlarged into the present pond (block 43/lot 25) eastward across the municipal boundary to its summit (block 601.01/lots 3.01).

Style: none

Date: 1828-1831; rebuilt 1847-48 (Kalata, pp. 386, 398-400)

Although modern houses (site #s 56 & 57) intrude, most in the plane incline remains intact along with a number of stone sleepers at the summit, tar strips (left by the plane cables), two cable wheel pits at the summit, and two adjoining brick-vaulted cable tunnels which allowed the cables to pass under the canal bank to the cable drum in the wheel house. Other intact features included the stone wheel pit foundation, portions of its entrance flume, the tail race tunnel (over 100 feet in length), and the mostly filled tail race.

Outbuildings (1) stone saw mill foundation (mid/late 19th)

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(C); (2) stone plane tender's house foundation (mid 19th) site of building damaged in c. 1980 fire and subsequently removed.

Wash Twp: B43/L25 and 24; Mansfield Twp: B601.03/L2.01, 1.02, 3.01, & 3.03 and B601.03/lot 69

Contributing

Neg.# D 10, 11, 14, & 15

61

12 Morris Canal Terrace. Stone, 2-story, gable-roofed, 4-bay, double piledwelling with interior gable-end chimneys (stone stacks) and a small rear appendage; it originally had a 4-room double-pile plan (partitions between the front and back rooms have been removed).

Style: Colonial Revival embellishment

Date: late 19th or possibly early 19th; remodeled c. 1940

Among its exterior features are a box cornice, flush raking eaves, 6/1 sash windows, flat lintels of small splayed voussoirs over the first-story front windows, inner-bay entry, and a stone gabled front porch of c. 1940 with brick round-arched openings and piers flanking the steps with cast-stone urns.

Outbuildings: (1) Concrete block and frame, 2-story, gable-roofed garage (mid 20th) (NC); the pond to the east is the site of the Indian Spring picnic groves established by the trolley company in the early 1900s.

Contributing

B43/24

Neg.# D 2 - 5

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Port Colden possesses significance in the areas of transportation, settlement pattern, commerce, education, and architecture under criteria A, B and C. The community owes its existence to the Morris Canal whose transportation significance has been recognized by listing on the New Jersey and National Registers, and the district encompasses a portion of the abandoned canal including remnants of Plane 6 West, Lock 6 West, and a large boat basin. Port Colden exemplifies the settlements that developed at such focal points along the canal to serve canal patrons and employees, as well as the surrounding rural population. Local entrepreneurs typically played an important role in the development of such communities, and one such individual, William C. Dusenberry, is particularly identified with founding Port Colden. Although his efforts ended in his own financial failure, Dusenberry figured significantly in the early development of the village, speculatively subdividing into building lots property which he acquired in the 1830s and erecting a number of buildings including the settlement's first storehouse and a large tavern or hotel, the Port Colden House, a local landmark then and now. That the district has commercial significance is due to its hotel and three stores, physical documents of the economic and social importance of such establishments in the region's rural neighborhoods. The community's educational significance stems from its 1869 schoolhouse, a well preserved example of the most substantial school buildings erected by civic minded citizens in the region's prosperous villages during the 19th century. The district also has architectural significance as an assemblage of modest, 19th-century buildings which are representative of the rural region's modest vernacular architecture in that era and because of its porticoed hotel, one of the best examples of Greek Revival architecture in Warren County. In addition, archaeological resources relating to the area's 19th-century material culture may be present at canal and building sites and the environs of district buildings.

Although the neighborhood around what was to become Port Colden was settled well before the middle of the 18th century, it was not until the opening of the Morris Canal in 1831 that a village began to coalesce around the lock and plane constructed there between 1828 and 1831 and the large boat basin finished in 1837.¹ The village flourished in the middle decades of the 19th century and obtained some local importance as a business and educational center. It was, however, always overshadowed by the neighboring village of Washington, located one mile to the west, which became the junction of the Delaware, Lackawanna, and Western Rail-

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road and the canal in the 1850s and thereafter grew rapidly into one of the region's major industrial and commercial hubs. Its development arrested, Port Colden continued into this century as a limited local service center, a role which largely ended upon the abandonment of the canal in 1924.

While scattered residential development has occurred in and around the community, and its business activity has been supplanted by highway commercial development to the west, much of Port Colden's 19th-century character survives. Most of the district's buildings date to the middle decades of the 19th century, although one is much earlier and a few are latter. The distinctive historical character of the settlement results from the survival of these buildings and their mostly tight linear spacing along an embryonic rectilinear street grid. These resources, mostly dwellings, but including several commercial and institutional buildings, are fairly well preserved and in their form, construction, detailing, and siting illustrate the rural region's vernacular architecture in the mid-to-late 19th century. The Tietsworth Store, for example, (site #9, photo #4) typifies the gable-fronted commercial type common to the area's 19th-century villages, the Methodist Church (site #48, photo #20) is representative of the auditorium plan church introduced in the latter 19th century, and dwellings like #s 2, 3, 8, 10, 12-18, 36, 41-44, and 58 exemplify traditional and popular house types and construction practices found in the region (photo #s 1, 2, 5 - 9, 12 - 15, and 22 - 28). The influence of popular architectural styles is apparent in the detailing of several district buildings like #s 1, 2, 12, 13, 17, 27, and 41-44 which exhibit embellishments of Greek Revival, Italianate, Gothic Revival, Second Empire, Queen Anne, and Colonial Revival derivation (photo #s 1, 5 - 6, 12 - 14, 22, and 23).

Several buildings are of individual architectural note. The 1835 Port Colden House (site #26, photo #11), the district's largest and most impressive contributing resource, is an outstanding provincial example of Greek Revival architecture. The massive stuccoed-stone structure with low-pitched hip roof exhibits such characteristic Greek Revival elements as a full-height portico of square paneled pillars (instead of the columns utilized for more high style buildings) stretching across its front, a wide encircling entablature whose plain frieze is pierced by horizontal, 3-light windows, and a main entry with side lights, wide transom, vertical 2-panel door, and simple flanking pilasters. Both inside and out the decorative trim incorporates Grecian ovolo moldings,

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and many of the twelve fireplaces feature the plain-pilastered mantels typical of local Greek Revival work. The 1869 Port Colden Schoolhouse (site #51, photo #21), a well-preserved example of the 2-story schoolhouse type with a single room and vestibule/cloak room on each story and a gable-end entry and belfry, exhibits an amalgam of Italianate and Gothic Revival design motifs including wide overhanging eaves, round-arched door panels, and wide mullion-like central muntins on the front windows.

As depicted in the 1828 canal survey the site of the future village was vacant, mostly wooded land in the ownership of several individuals, crossed by the Washington Turnpike (Route 57) and the road from Changewater to Oxford Furnace (Port Colden Road). A triangular lot of several acres on the east side of Port Colden Road between the canal and the turnpike was the property of George Creveling who also owned land on the south side of the turnpike. Land to the east of Creveling, abutting Port Colden Road north of the canal and encompassing the site of the boat basin and inclined plane was owned by Newbold Woolston, whose house and barn near the foot of the plane were evidently the only buildings in the immediate vicinity. Woolston was one of the neighborhood's early settlers, and the stone house built by him or his son, Abraham, (site #61, photo #28)) survives today as the district's oldest building. On the west side of Port Colden Road was a long narrow parcel of several acres which extended from the turnpike to the bend in the road at what is now the north side of the district. It was owned by John B. Parke, a rich farmer and landowner who lived at nearby Changewater. The land to the west of Parke and the canal lock formed part of a large property belonging to another prominent local landowner, Col. William McCullough of Asbury.²

Joining the ranks of local entrepreneurs inspired by the economic promise of the Morris Canal, William C. Dusenberry acquired considerable property at what became Port Colden between 1833 and 1838 including much of the Creveling and Parke holdings. William Coxe Dusenberry (1807-67) was the youngest child of Major Henry Dusenberry, a large landowner from New Hampton, a village located a few miles south of Port Colden on the Musconetcong River, where he was successfully engaged in several commercial and industrial enterprises before his death in 1825. An early canal advocate, the elder Dusenberry was one of two Hunterdon County citizens asked to join in petitioning the state legislature on behalf of the proposed waterway in 1821. Probably inspired by his father's example and perhaps utilizing assets inherited from him, as well as borrowed

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money, William Dusenberry energetically sought to develop his new property on the canal and promote the fledgling community.³ He erected the settlement's first storehouse on a 1.18 acre lot just north of the canal on the west side of the road purchased in 1833 and the hotel (site #26) on a turnpike corner lot acquired in 1835. Dusenberry purportedly intended the large hotel with its impressive Greek Revival portico as a summer resort. His father had been a principal in the development of a local spa, the Mansfield Mineral Springs, which subsequently failed and which he purchased from his father's executors in 1831. The son is said to have demolished the old hotel there, transported the salvaged materials to Port Colden, and used them in constructing the house (site #41, photo #s 12 and 13) which he built as his residence on the triangular lot of 4.5 acres on the other turnpike corner acquired in 1833.⁴ Dusenberry evidently erected a number of houses and a chapel at Port Colden; one local source credits him with the construction of over 32 buildings there. His expansive plans reputedly led skeptical neighbors to call the place "Dusenberry's Folly," and to countermand this Dusenberry is said to have named it Port Colden in honor of Cadwallader D. Colden, second president of the Morris Canal and Banking Company. Regardless of its origins the place name of Port Colden was in use at least as early as February 2, 1834 when a post office was established there with William C. Dusenberry as the first postmaster and presumably was located in his store.⁵

In addition his land development and commercial interests, William Dusenberry pursued business opportunities in the field of transportation. He and his brother Joseph were partners in the operation of a stagecoach line between Trenton and Belvidere, a venture which evidently ended upon Joseph's death in 1831.⁶ He next engaged in the canal freight shipping business. In 1833, the year of his first property acquisitions at Port Colden, "Mr. W. Dusenberry" submitted an application to the canal company for the construction of a boat basin "near Hackettstown" (the intended location is thought to have actually been Port Colden, although the large basin there was not constructed until 1837), and in June, 1836 "William C. Dusenberry and Co. Port Colden" advertised for "hands and mules to run 150 boats." Dusenberry appears to have been overly optimistic about this venture; he had acquired only 25 boats from the canal company by that time and by the beginning of the next year had to request that the company release him from his contract to purchase 18 more, a request granted on January 19, 1837. Dusenberry also became involved in the attempt to found two railroads. He was one of the incorporators of the Port Colden-

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Belvidere Railroad which was chartered on February 9, 1836 and of the Port Colden-Morristown Railroad incorporated February 28, 1837, neither of which venture was successful.⁷

The proposed Belvidere railroad appears on a c. 1836-37 survey map of William Dusenberry's Port Colden property which depicts the subdivision of his land between the canal and turnpike into building lots with buildings on several of them including the "Hotel" and his "Mansion House" on the turnpike corner.⁸ Dusenberry began to sell these lots and his other holdings (including lots on the west side of the road north of the canal bridge) in 1836, although he continued to acquire property at Port Colden including a 77-acre farm on the south side of the turnpike purchased in 1838.⁹ In 1838 he sold his residence to his widowed mother by a deed which indicates that she was already living on the premises, and sometime thereafter he moved to Jersey City, perhaps in pursuit of other business opportunities. He was back in Port Colden by the middle of 1840, after which, if not before, he began experiencing the financial difficulties, not doubt exacerbated by the economic downturn associated with the Panic of 1837, which resulted in the seizure and sale of his remaining Port Colden property at several court-ordered sheriff sales in 1841 and 1842. He had mortgaged the hotel property, for example, to the Morris Canal and Banking Company in 1835 for \$2,000, and the foreclosed property was sold in 1841.¹⁰ Embroiled in his affairs, his mother lost her house in 1842 and died one month after it was sold at auction. After this debacle, Dusenberry moved with his wife, Jane Anderson, and their growing family to New York City where he died in 1867.¹¹

Dusenberry was not the only entrepreneur active at Port Colden early in the canal era. The hotel lot was one of several lots which John Anderson, Dusenberry's brother-in-law, subdivided from a 2-acre portion of the Parke tract fronting on the turnpike purchased by him from Parke in 1835 and sold off within a few years.¹² The 1837 deed for the six contiguous lots sold by William McCullough to Joseph Carter refers to "the town plan of Port Colden," and several other property conveyances made by McCullough in that year indicate that had platted the eastern portion of his large property into a rectilinear grid of small lots with several perpendicular streets of which "Canal Street" (present day Lock Street) ran along its eastern border abutting the former Parke tract. While lots fronting the turnpike and Canal or Lock Street were sold, the two other streets mentioned in the deeds, "Dusenberry" and "Ball" were never opened.¹³

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A second storehouse was constructed on the south side of the canal (site #28, photo #16) on a lot conveyed in 1836 by John Parke to Cornelius Stewart, a merchant and mill owner, who in the following year acquired the site of the canal basin from Abraham Woolston. Canal company records indicate that the basin was constructed during his short ownership of the property which he conveyed to the company in 1838.¹⁴ Stewart bought and sold other property in the village (including the remainder of McCullough's holdings) before and after 1840, and for several years in the early 1840s he "engaged in mercantile business" there.¹⁵

The middle of the 19th century evidently was a prosperous period of expansion for Port Colden. Extensive improvements were made to the canal in the 1840s, work which included widening the prism and rebuilding the locks and inclined planes to accommodate larger boats (the rebuilt Port Colden plane was one of only three double-track planes on the canal).¹⁶ By 1844, according to Barber and Howell's description, the village contained between 12 and 25 dwellings, as well as a church. The church presumably was the one on the Dusenberry "chapel lot" on Lock Street acquired in 1842 by Abraham Woolston, an active Methodist in whose barn in 1810 or 1812, and subsequently in whose stone house (site #61), the neighborhood's Methodists are said to have first met for worship.¹⁷ The hotel property was sold at auction in 1842 to William Phillips, and shortly thereafter the building was converted into a private school of Episcopalian affiliation, known as St. Matthew's Hall. The school purportedly was conducted first by a "Rev. Mr. Babbit;" he was succeeded by another Episcopalian priest, the Rev. Peter L. Jacques, who in 1845 purchased the chapel lot and two years later the school property from Phillip's widow. An 1849 newspaper article noted that the Rev. Jacques had three assistant teachers and between twenty and thirty students; and the 1850 census records that his household included fifteen boys between seven and seventeen years old, two male teachers of foreign birth, and three female Irish domestics, in addition to his wife and three children. An 1852 advertisement for the Rev. Jacques' "English and Classical school" noted that a "Female Dept." had been added. Evidently not a financial success, the school closed sometime before 1862, in which year Rev. Jacques lost the property at a sheriff sale.¹⁸ The community acquired a physician in the 1840s, Dr. William Cole who settled on property west of Lock Street fronting on the turnpike which he purchased in 1841.¹⁹

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Limited commercial and industrial development also occurred at Port Colden during the middle of the 19th century. Canal boatmen figured prominently among the community's residents enumerated in the 1850 census, and by 1860 the village was home to three boat builders, one of whom Ashell Gaylord evidently established his boat yard in the 1850s on property on the east side of the basin rented from the canal company. His boat yard flourished for more than a decade, becoming the community's most important business. According to the 1870 Industrial census he employed hand-powered tools and machines to build five boats worth \$4,750 and conducted repair work valued at \$6,300 (the size of his work force was not given). The lumber used in this business is said to have been milled at a saw mill owned by the canal company at the summit of Plane 6 West (site #60). It probably was the saw mill listed in the 1870 industrial census operated by W. S. Opdyke which employed eight hands to produce 300,000 feet of lumber valued at \$6,000.²⁰ Gaylord also acquired the property west of Lock Street previously platted into building lots but had little success in developing it. Another mid-19th-century industry was the apple distillery established before 1860 on the creek at the north edge of the village; a much more modest enterprise than Gaylord's boat yard, John Opdyke's distillery had one employee in 1870 and produced 1,212 gallons of cider worth \$303 and 54 gallons of "liquor" worth \$162.²¹ A brick yard was established at Port Colden by the 1870s which operated at least until the 1880s. It evidently was the "brick kiln" depicted in the 1874 atlas just west of the village near the residence of E. N. Dilts; according to the 1870 industrial census brick maker Nathan Dilts employed five men using horse power and hand molds to produce 200,000 brick worth \$2,200. Dusenberry's storehouse on the north side of the canal is said to have been converted into a paper mill which was run by John L. Brewer and destroyed by fire about 1870. It must have been a short lived enterprise, since is not listed in the 1860 and 1870 industrial censuses. A number of artisans settled at Port Colden during the period including a shoemaker, blacksmith, wheelwright, tinsmith, tailor, and a mason.²²

Port Colden also attracted several merchants. The village had three general stores in 1860: the former Cornelius Stewart storehouse (site #29, photo #16), owned and operated by David M. Wyckoff, another conducted by William Widener (site #25, photo #10), and a third operated by the partnership of "Carter and Martenis." The 1874 atlas depicts four stores in the village, three along the canal (the A. M. Nunn store, formerly Stewart and Wyckoff, site #29, W. Widener's store, site #25, and C. C. Hummer's store, site

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#34) and a new store on the turnpike (site #8, photo #4) operated by William Tietsworth. Andrew M. Nunn was succeeded by Simon W. Nunn who carried on an extensive business well into the early 20th-century when he was touted as "the Wanamaker of Warren County." After the demise of St. Matthew's Hall, the building was reopened as a hotel which operated from the 1860s until the latter part of the century, when it was known as the Elbro House and owned by members of the Wyckoff family, one of whom George P. Wyckoff converted it into his residence.²³

That the middle of the 19th century was a prosperous period for the community is evident in the substantial brick school house erected in 1869 (site #51, photo #21), quite possibly from locally manufactured bricks. Its construction was noticed by the Washington newspaper which commended the "liberality, and public spirit" of the School District and the community. Andrew Nunn and Ashel Gaylord are said to have been instrumental in instituting the project. Village children had previously attended a small, stone, octagonal school just east of the village on the turnpike. Although the old Episcopal chapel was converted into a three-family dwelling (site #22), the second story of the school house was used for religious services by local residents who left the Methodist church at Washington. A new congregation was formed, and in 1893 a church of modern design (site #48) was built overlooking the canal basin on a lot donated by Simon W. Nunn.²⁴

By the 1870s, with the exception of the Methodist church, Port Colden had realized its maximum 19th-century development, and thereafter began a period of slow decline which culminated in the closing of its various commercial and industrial enterprises by the early 1900s and the abandonment of the canal in 1924. Although the Morris and Essex Railroad, constructed in the 1860s, passed just south of the village no stop was established there and business activity was drawn to the growing town of Washington. While in 1881 the village contained

a hotel, the Elbro House, two or three stores, a blacksmith-shop, wheelwright-shop, brick kiln, [and a] distillery

the boat yard had been abandoned and one or two stores closed.²⁵ There was a spurt of activity in the early 20th-century when the Phillipsburg/Port Murray trolley line was built along the old turnpike to Port Colden in 1906 and shortly thereafter extended to Port

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Murray along the route of the canal. A power house and car barn were erected by the trolley company just south of the inclined plan, and a picnic grove called "Silver Spring Forest" was established in a nearby wooded ravine during the following year in an attempt to attract customers to the line.²⁶ While several houses were erected and/or remodeled before and after 1900, no new commercial or industrial development occurred. The lack of rail connections put Port Colden at a competitive disadvantage, a situation, made worse by declining traffic on the canal, that boded ill for the economic health of the community. By the World War I era all of the community's commercial and industrial enterprises had closed. The Nunn canal store, for example, closed sometime after the death of Simon Nunn in 1810 and was converted into apartments by the early 1920s; the post office was discontinued in 1919.²⁷ The long moribund canal was abandoned in 1924, and the financially strapped trolley company ceased operations in the following year having just replaced its Port Colden facility with a new barn and power plant at Broadway. The boat basin was purchased by Washington Township Board of Education who built a consolidated school of modern design (site #47) on the property in 1931.²⁸ The new school, much enlarged and remodeled, remains in use today, as does the Methodist Church.

In recent decades Port Colden, along with other villages of northwestern New Jersey, has attracted new residential development. Scattered building has occurred around Port Colden, and many of its dwellings have been renovated. Undergoing renovations which respected its historical architectural character, the old hotel was converted into professional offices in the 1980s. Township residents have recognized the community's historical qualities which make it a worthy candidate for inclusion on the National register of Historic Places.

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Notes

¹ Brian H. Morrell, Historic Preservation Survey of the Morris Canal in Warren County, New Jersey, Prepared for the Warren County Planning Board, Morris Canal Committee, and the Warren County Board of Chosen Freeholders, Belvidere, NJ, 1983, pp. 31 & 44; Barbara N. Kalata, A Hundred Years A Hundred Miles New Jersey's Morris Canal, Morristown, NJ: Morris County Historical Society, 1983, page 145.

² Lorenzo A. Sykes, Engineer, "Map and Field Notes of the Morris Canal & Banking Company for Warren County, New Jersey," Morris Canal & Banking Company Records. 1828, folio 21; James P. Snell (ed.), History of Warren and Sussex Counties, New Jersey, Philadelphia: Everts & Peck, 1881, pp. 499 & 714.

³ Warren County Deeds, Book 11, pp. 278 & 279, Book 13, page 453, Book 14, pp. 149 & 553, and Book 16, pp. 288, 385, & 476; Henry Dusenberry and Jean Porcaro, The Dusenberry Story. Orem, Utah: Jean Porcaro, 1989, pp. 31-39; Kalata, pp. 21-27; "Port Colden, The Story of How and Why it Was Founded," The Washington Star, December 17, 1891.

⁴ Warren County Deeds, Book 11, pp. 278 & 279, Book 13, page 453, and Book 9, page 392; "Port Colden...", The Washington Star, December 17, 1891; "Revival of Mansfield Mineral Springs," Belvidere Apollo, August 1, 1826; "New Hampton National Register Nomination," Section 8, page 7.

⁵ "Port Colden...", The Washington Star, December 17, 1891; John L. Kay and Chester M. Smith, Jr., New Jersey Postal History, Lawrence, Massachusetts: Quarterman Publications, Inc., 1976, page 135; Snell, Warren County, page 714; Kalata, pp. 21-27; Warren County Deeds, Book 14, page 199 and Book 20, page 337.

⁶ Dusenberry, page 38; "New Line of Mail Coaches from Belvidere to Trenton (By Contract)....J. W. & W. C. Dusenberry...May 18, 1830," Belvidere Apollo, June 22, 1830; "Belvidere and Trenton Mail Stage - New Arrangement...C. H. Vanderveer, & Co.....January 31, 1832," Belvidere Apollo, February 14, 1830.

⁷ Kalata, pp. 22, 237-38, 252, 301, & 324-25; "Boatmen...William C. Dusenberry and Co. Port Colden," Palladium of Liberty, June 28, 1836; "Minutes, "Morris Canal and Banking Company, February, 18, 1833, January 9, 1837 and March 1, 1838.

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Continuation Sheet

Port Colden HD
Warren Co., NJ

Section number 8 Page 11

⁸ "Map of the Property at Port Colden Belonging to W. C. Dusenberry," No date, but probably c. 1836-37.

⁹ Warren County Deeds, Book 14, page 553, Book 15, pp. 15, 17, 174, & 466, Book 16, pp. 17, 218, 288, 388, & 476; and Book 18, pp. 53, 282, & 409.

¹⁰ Ibid., Book 19, page 593 and Book 21, pp. 93, 90, & 337.

¹¹ Ibid., Book 21, page 90 and Book 26, page 106; "Port Colden...", The Washington Star, December 17, 1891;

¹² Warren County Deeds, Book 14, page 288 and Book 23, page 427.

¹³ Ibid., Book 15, page 551, Book 16, pp. 504, 507, & 551, and Book 17, page 652.

¹⁴ Ibid., Book 17, page 81 and Book 15, page 352.

¹⁵ Ibid., Book 18, pp. 53 & 3218, Book 118, pp. 426 & 427, Book 19, page 75, and Book 14, page 288; James P. Snell (ed.), History of Hunterdon and Somerset Counties, New Jersey. Philadelphia: Everts & Peck, 1881, page 456.

¹⁶ Kalata, pp. 397-400.

¹⁷ John W. Barber and Henry Howe, Historical Collections of the State of New Jersey. Newark: Benjamin Olds, 1844, page 500; Warren County Deeds, Book 20, page 337. While Barber and Howell described the church at Port Colden as a "Baptist church," they may have been mistaken since there is no other record of that denomination being active there.

¹⁸ Warren County Deeds, Book 21, page 93, Book 27, page 606, and Book 58, page 599; Snell, Warren, page 568; "Port Colden...", The Washington Star, December 17, 1891; "St. Matthew's Hall," Belvidere Intelligencer, April 11, 1849; "St. Matthew's Hall, Port Colden...", Belvidere Intelligencer, October 28, 1852.

Rev. Jacques evidently conducted services in the chapel, the 1860 county map identifies it as the "Epis. Ch.," but was unsuccessful in forming an Episcopalian congregation (H. F. Walling, Map

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Port Colden HD
Warren Co., NJ

Section number 8 Page 12

of Warren County, New Jersey, New York: Smith, Gallup & Co., 1860; Snell, Warren, page 717).

¹⁹ Warren County Deeds, Book 19, page 216; A. Van Doren Honeyman (ed.), Northwestern New Jersey A History of Somerset, Morris, Hunterdon, Warren and Sussex Counties. New York: The Lewis Publishing Company, 1927, page 757.

²⁰ United States Census, Population Schedules, Washington Township, Warren County, New Jersey, 1850 and 1860; United States Census, Products of Industry Schedules, Washington and Mansfield Townships, Warren County, New Jersey, 1870; James Lee, Tales the Boatmen Told, Exton, PA: Canal Press, Inc., 1977, page 171; F. W. Beers, County Atlas of Warren, New Jersey, New York, F. W. Beers & Co., 1873, page 62.

²¹ Beers, 1874 County Atlas, page 62; Walling, 1860 Map of Warren; United States Census, Products of Industry Schedules, Washington and Mansfield Townships, Warren County, New Jersey, 1870; Robert A. Wandling, Chairman, Commemoration Publication Committee. Washington Township Centennial 1849-1949, page 10.

²² "Port Colden...", The Washington Star, December 17, 1891; United States Census, Population Schedules, Washington Township, Warren County, New Jersey, 1850, 1860, and 1870; United States Census, Products of Industry Schedules, Washington Township, Warren County, New Jersey, 1850 and 1870; Snell, Warren, page 719. See note #24 below for discussion of the village mason.

²³ Beers, 1874 County Atlas, page 62; Snell, Warren, page 719; Frank Dale, Warren County Chronicles, Byways, Backroads and Boondocks, Hamlets of Warren. Hackettstown, NJ: Hackettstown Historical Society, 1996, page 33; Weaver & Kern (comp.). Warren County History and Directory or the Farmers Guide and Business Men's Guide. Washington, NJ: Press of the Review, 1886, pp. 183-85; Post card view of the S. W. Nunn's store captioned "'The Wanamaker of Warren County' Port Colden, New Jersey," no date.

²⁴ "Port Colden...", The Washington Star, December 17, 1891; "Port Colden," The Washington Star, November 27, 1869; Wandling, page 10; "Old Eight-Square School Yields to the March of Progress," The Washington Star, November 17, 1933; "Port Colden Octagonal School Building," The Washington Star, October 11, 1939; Snell, Warren, page 570; Warren County Deeds, Book 151, page 7.

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Warren Co., NJ

According to the 1933 newspaper article the stone octagonal school "was built by the father of Calvin Opdyke about 1835," and the 1939 article stated that the father of Jacob and Calvin (the latter still alive at the time) "also erected the old hotel and several residences in Port Colden." The father presumably was the John Opdyke, with sons Jacob and Luther C(alvin?) among his children, enumerated in the 1860 census and identified as a mason (United States Census, Population Schedules, Washington Township, Warren County, New Jersey, 1860).

A drawing of the proposed church signed by "A. H. Price, Arch." appeared in the September 29, 1892 issue of The Washington Star, together with a brief description: "The audience room.... will be finished with light wood and have an arched ceiling. The pews are to be placed in a half-circle or amphitheatre style, placing the pulpit in front of the entire audience. There will be an end gallery and two classrooms underneath. The seating capacity will be a little over three hundred." The estimated cost of the building was \$2,300, of which the building committee had \$1,600 in cash or pledges, and construction was to start early in the following spring after a few hundred more dollars had been raised. The church as built differed from Price's design in some of its detailing including the profile of the tower's roof, the elimination of small dormers from the tower and a bracketed hood from the entry, and changes in the fenestration of the tower and south gable end.

²⁵ Morrell, page 4; Beers, 1874 County Atlas, page 62; Snell, Warren, page 719.

²⁶ "The Trolley Will Soon Start" The Washington Star, August 30, 1906; "Yes The Trolley Is Really Here," The Washington Star, September 9, 1906; "Silver Springs Forest," The Washington Star, July 7, 1906.

²⁷ Honeyman, pp. 756-57; Morrell, 139; Kay and Smith, Postal History, page 135.

²⁸ "The Trolley Co. is Hard Hit," The Washington Star, February 2, 1925; "New Power Plant For Trolley Co.," The Washington Star, February 18, 1923; Morrell, page 5; Wandling, page 10.

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Warren Co., NJ

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National Park Service

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Section number 9 Page 2

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Warren Co., NJ

Section number 9 Page 3

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The Washington Star. Washington, NJ.

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Warren County Road Returns

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Section number 10 Page 1

Port Colden HD
Warren Co., NJ

Verbal Boundary Description

The boundary of the Bowerstown Historic District is delineated on the attached map entitled "Port Colden Historic District Site Location and Boundary Map", and is verbally described and justified in the following paragraphs. The site and boundary map is an assemblage of portions of the following municipal tax maps: Sheets 13, 19, and 20, Washington Township, Warren County, New Jersey, prepared by American Air Surveys, Inc. in association with Edward B. Van Nolte, L. S. dated September, 1961 and last updated in 1988; and Sheet 6, Mansfield Township, Warren County, New Jersey, prepared by Monroe Engineering, Inc. dated September 1, 1967 and last updated in 1971.

Beginning in Washington Township at the southwest corner of block 40, lot 81, which point is on the north side of Route 57, the district boundary proceeds north along the west side of lot 81 to that lot's northwest corner. Turning east, it then runs along the north sides of block 40, lots 81, 80, 79, and 78 and crossing Lilac Lane continues east along the north sides of block 40, lots 77, 85, and 76 to the northeast corner of the latter lot, also the southeast corner of block 40, lot 85.01. The boundary next runs north and west along the east and north sides of block 40, lot 85.01 to the northwest corner of that lot and Lilac Lane. It then proceeds north along the east side of Lilac Lane and the west sides of block 40, lots 84 and 83 to the northwest corner of the latter lot. It turns east and runs along the north sides of block 40, lots 83, 82, and 55 to the southwest corner of block 40, lot 52.02. From there it runs north, east, and south along the west, north, and east sides of block 40, lot 52.02 (the east side of the latter lot also being the west side of Port Colden Road) to a point on the east side of lot 52.02 and the west side of Port Colden Road which aligns with a straight continuation of the south side of block 43, lot 4.

From there the boundary proceeds east and north along the south and east sides of lot 4 to the northeast corner of that lot, and then cuts across block 43, lot 3 in a straight line to the northwest corner of block 43, lot 27. It next runs south along the west sides of block 43, lots 27 and 28 to the southwest corners of those two lots, which point is on the north line of block 43, lot 10. The boundary proceeds east and south along the north and east sides of block 43, lot 10 to the southeast corner of the lot. From there it runs east along the north side of block 43, lot 23 to the

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National Park Service

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Continuation Sheet**

Port Colden HD
Warren Co., NJ

Section number 10 Page 2

northeast corner of that lot which point is on the municipal boundary line between Washington and Mansfield Townships, and crossing the boundary continues east in Mansfield Township along the north sides of block 601.01, lots 3.01, 1.02, and 2.01 to the northeast corner of the latter lot.

The boundary then proceeds south, west, and north along east, south, and west sides of block 601.01, lot 2.01 to the north corner of block 601.03, lot 71, also an east corner of block 601.03, lot 69. From there it runs south and west along the east and south sides of the latter lot to the southwest corner of lot which point is on the municipal boundary line between Washington and Mansfield Townships, and crossing the boundary continues west into Washington Township along the north side of block 43, lot 22 to the southeast corner of block 43, lot 23. It then runs north and west along the east and north sides of lot 23 to that lot's west corner which point is on the south side of Morris Canal Terrace and the north side of block 43, lot 21. The boundary then runs west along the south side of Morris Canal Terrace and the north side of block 43, lot 21 to the northeast corner of block 43.01, lot 1. It continues west along the north side of block 43.01, lot 1 to the northwest corner of that lot; from there it cuts across Route 57 in a straight line to the southeast corner of block 43, lot 76, which point is on the north side of Route 57. The boundary proceeds west along the north side of Route 57, also the south side of block 43, lots 76, 85, 77, 78, 79, 80, and 81, to the southwest corner of the latter lot and the place of beginning.

Verbal Boundary Justification

The boundaries of the Port Colden Historic District were delineated to include to the greatest extent possible historical resources associated with the community, with not only the fewest non-contributing buildings but also, where appropriate open space which helps establish its setting.

On the south side of the district, Route 57 and the Conrail right-of-way establish a clear and obvious physical boundary. The to west the line was drawn to exclude the modern commercial development along Route 57 and to include open space on the east side of Lilac Lane which helps establish the district's rural setting as well as the site of canal ear dwelling (site #1). To the north the line was drawn to exclude modern residential development along Port

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National Park ServiceNational Register of Historic Places
Continuation SheetPort Colden HD
Warren Co., NJSection number 10 Page 3

Colden Road and scattered elsewhere, but to include a large open field (part of block 43, lot 3) which helps establish the district's rural setting.

UTM REFERENCES (cont.)

5	18	5 0 3 9 6 0	4 5 1 2 7 0 0
6	18	5 0 4 0 2 0	4 5 1 2 5 0 0
7	18	5 0 4 2 6 0	4 5 1 2 8 4 0
8	18	5 0 4 5 6 0	4 5 1 2 8 8 0
9	18	5 0 4 5 8 0	4 5 1 2 6 8 0
10	18	5 0 4 2 8 0	4 5 1 2 5 6 0
11	18	5 0 3 8 2 0	4 5 1 2 3 2 0
12	18	5 0 3 4 8 0	4 5 1 2 2 0 0

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National Park Service

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Port Colden HD
Warren County, NJ

List of Photographs

Photographer: Dennis Bertland

Date of Photographs: Spring, 1998

Negative repository: Dennis Bertland
Dennis Bertland Associates
P.O. Box 11
Port Murray, NJ 07865

Photo #1.....Site #s 2 and 3, NE view
Photo #2.....Site #s 6 - 8, NE view
Photo #3.....Site #s 9, 10, 26, NE view
Photo #4.....Site #s 9 and 10, NW view
Photo #5.....Site #23, NE view
Photo #6.....Site #12, NW view
Photo #7.....Site #13, SW view
Photo #8.....Site #s 14 - 16, NW view
Photo #9.....Site #s 16 - 19, NW view
Photo #10.....Site #25, NW view
Photo #11.....Site #26, NE view
Photo #12.....Site #s 42 and 41, SE view
Photo #13.....Site #41 entry detail, E view
Photo #14.....Site #s 42 - 44, NE view
Photo #15.....Site #44, SE view
Photo #16.....Site #28, NW view
Photo #17.....Site #31, N view
Photo #18.....Site #30, NW view
Photo #19.....Site #47, SE view
Photo #20.....Site # 48, NE view

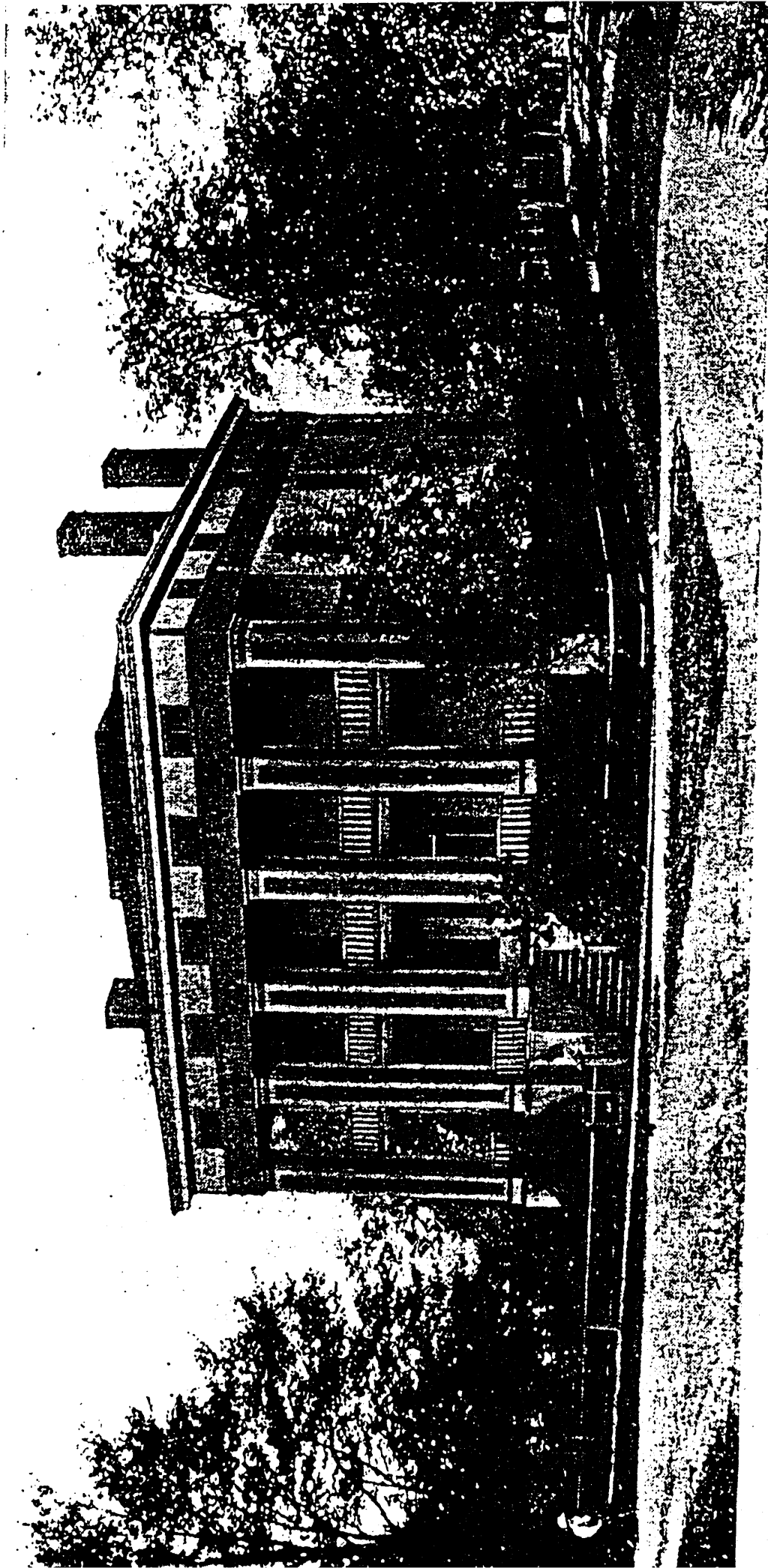
United States Department of the Interior
National Park Service

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Continuation Sheet**

Section number Photos Page 2

Port Colden HD
Warren County, NJ

Photo # 21.....Site #51, NE view
Photo # 22.....Site #35, NW view
Photo #23.....Site # 36, SW view
Photo #24.....Port Colden Road, south view from Site #40
Photo #25.....Site #55, NE view
Photo #26.....Site #s 60 and 56, NW view
Photo #27.....Site #59, SW view
Photo #28.....Site #61, NW view



WYCKOFF HOMESTEAD, PORT COLDEN, NEAR WASHINGTON, N. J.

Port Colden Hotel / St Matthew's Hall (site #26)
dated early 20th-century post card. NW view

Port Colden HD



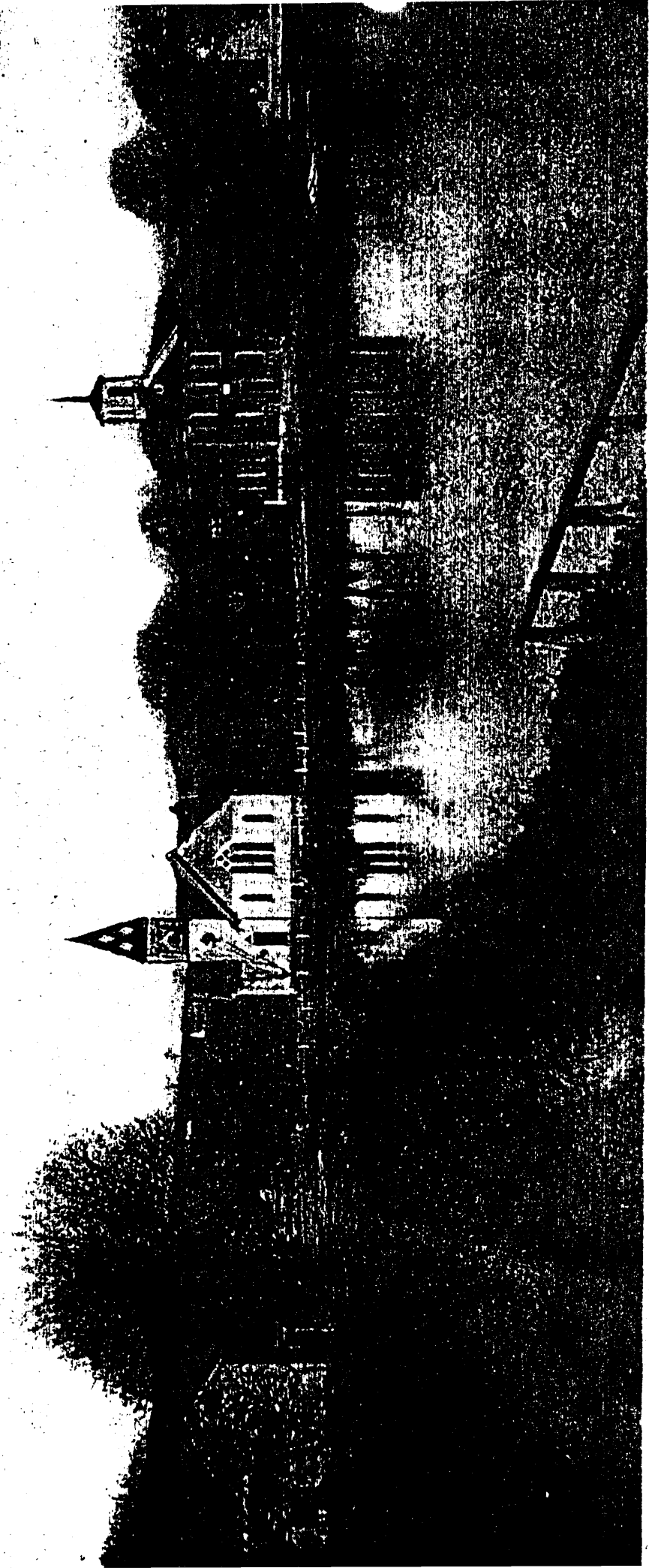
"The Wanemaker of Warren County"
Port Colden, New Jersey

Stewart/Wyckoff/Nunn Store at Port Colden
(site # 28) undated early 20th century postcard,
Pewees



Lock 6 west. { Widmer's Store (site #S30{25) SE view
undated, early 20th-century photograph
Port Colden H.D.

Scene at Port Colden, Port Colden, N. J.



Boat basin, church & school at Port Colden (sites 47, 48 & 51)
north view, undated early 20th-century post card.

Port Colden HD



Port Colden School (file #51) undated early 20th century photograph, NE view

Port Colden HS
11-11-1911

"Map of Property at Port Colden
Belonging to W. C. Dusenberry,"
no date, but c. 1836-37

Arm Woolston

A

Proposed Rail Road to Belvidere

CANAL
MORRIS

EASTON TO MORRIS

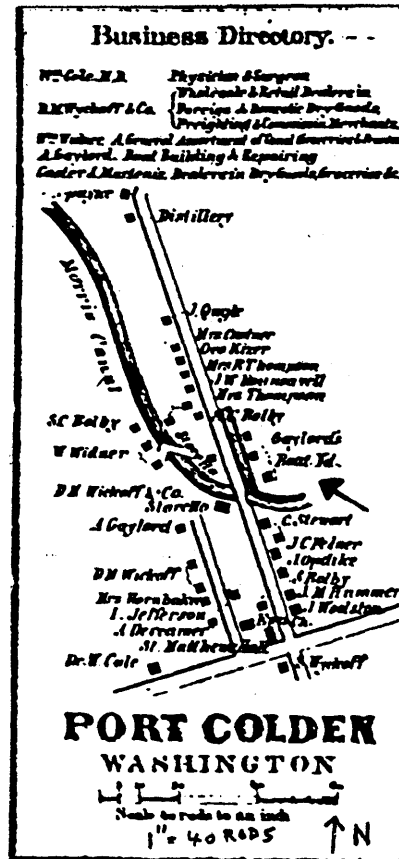
Co's Basin

Mansion House

Hotel

Port Colden Historic District
Warren County, New Jersey

Port Colden Historic District
Warren County, New Jersey

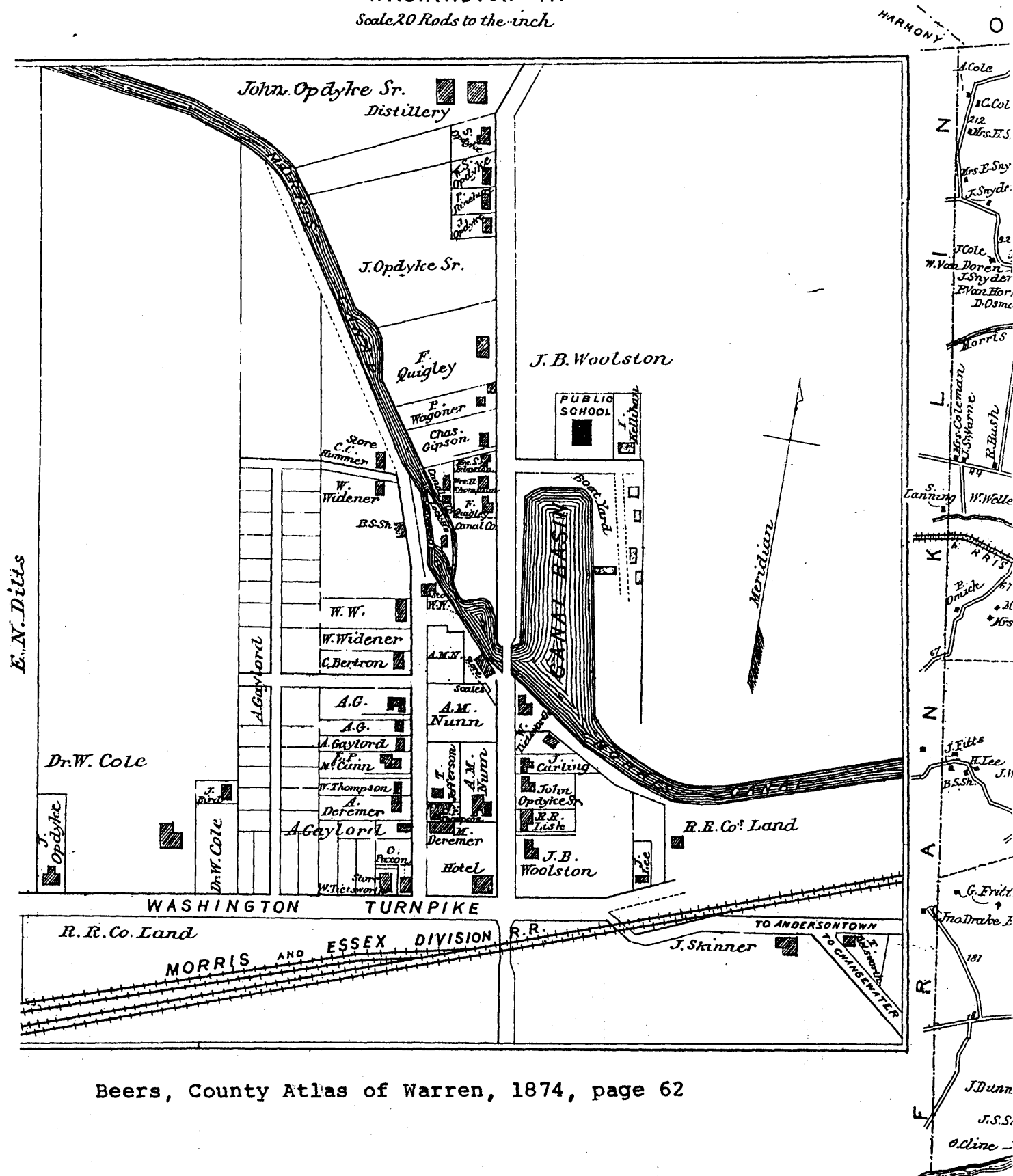


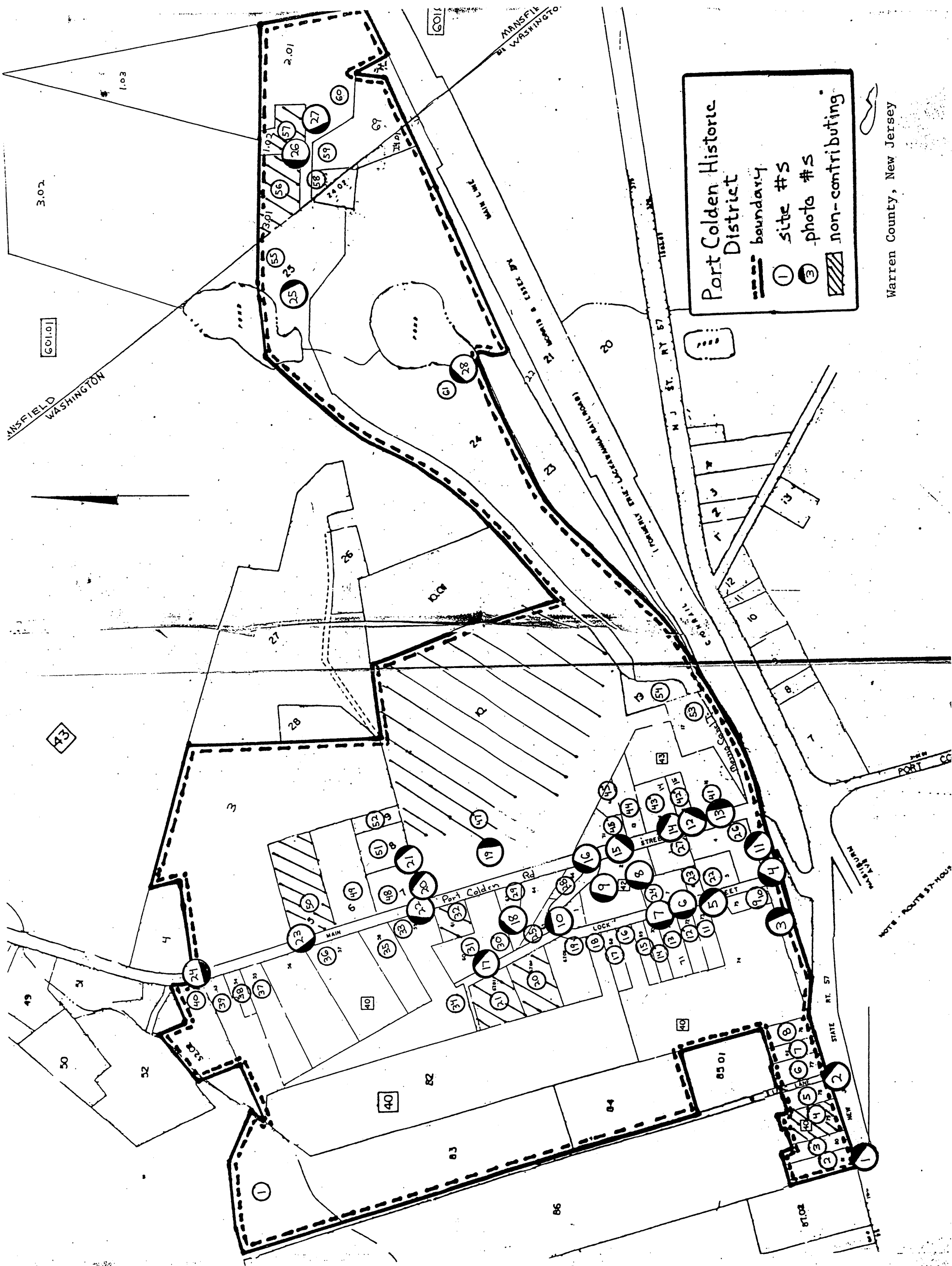
Map of Port Colden in 1860 showing basin and Gaylord's boat yard (Walling 1860).

PORT COLDEN

WASHINGTON TP.

Scale 20 Rods to the inch





Port Colden Historic District

--- boundary

① site #s

③ photo #s

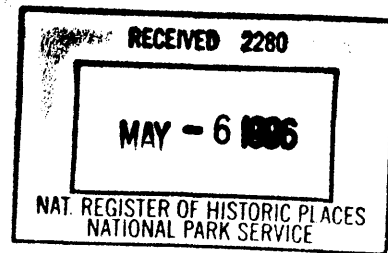
▨ non-contributing

Warren County, New Jersey

PORT MURRAY HISTORIC DISTRICT

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Port Murray Historic District

other names/site number N/A

2. Location

street & number Karrville, Rockport, Cherry Tree Bend roads
Port Murray Road (Main Street), Hoffman, ^{NA} ☐ not for publication

city or town Mansfield Township ☐ vicinity

state New Jersey code 034 county Warren code 041 zip code 07865

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

(James F. Hall) 4/26/96 (04/26/96)
Signature of certifying official/Title Date
Assistant Commissioner for Natural & Historic Resources/ DSHPO
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register.
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:)

Edson R. Beall
Signature of the Keeper

Date of Action

6/7/96

Entered in the
National Register

Port Murray, HD

Name of Property

ACS 0141311Warren Co., NJ

County and State

5. Classification**Ownership of Property**

(Check as many boxes as apply)

- ☒ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
82	18	buildings
7	0	sites
12	4	structures
0	0	objects
101	22	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A**Number of contributing resources previously listed in the National Register**1 Morris Canal**6. Function or Use****Historic Functions**

(Enter categories from instructions)

DOMESTIC/single dwelling
RELIGION/church
DOMESTIC/secondary structure
COMMERCE/TRADE/general store
COMMERCE/TRADE/blacksmiths' shops
TRANSPORTATION/rail-related
TRANSPORTATION/water-related

Current Functions

(Enter categories from instructions)

DOMESTIC/single dwelling
RELIGION/church
DOMESTIC/secondary structure

7. Description**Architectural Classification**

(Enter categories from instructions)

OTHER: Victorian vernacular
LATE VICTORIAN/Italianate
LATE VICTORIAN/Second Empire

Materials

(Enter categories from instructions)

foundation stone
walls weatherboard; shingle
aluminum
roof slate; asphalt shingle
other porches with wooden turned
posts; bracketed cornices

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Port Murray HD
Name of Property

Warren Co., NJ
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A
(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

COMMUNITY DEVELOPMENT

ARCHITECTURE

TRANSPORTATION

Period of Significance

1828 - c.1915

Significant Dates

1828-31

1850

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

N/A

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Name of repository:

Port Murray HD
Name of Property

Warren Co., NJ
County and State

10. Geographical Data

Acreage of Property 88 (not including Morris Canal) Washington NJ Quad

UTM References

(Place additional UTM references on a continuation sheet.)

1	118	506720	4515900
Zone	Easting	North	ing
2	118	507080	4516100

3	118	507300	4516100
Zone	Easting	North	ing
4	118	507400	4515560

☒ See continuation sheet (10-3)

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Constance M. Greiff (revisions 3/95 by Hist. Pres. Off. staff)

organization Heritage Studies, Inc. date December 1994

street & number 60 Princeton Avenue telephone (609) 924-3235

city or town Rocky Hill state NJ zip code 08553

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

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The Port Murray Historic District straddles both sides of County Route 629, known as the Port Murray Road south of the point where it crosses the Morris and Essex Railroad and as Main Street through the village. At the district's southern end it encompasses land along the west side of the railroad right of way for about 1,200 feet south of the crossing, as well as an extension of about 1,000 feet to the west along both sides of Hoffman Road. At its northern end it extends to the east and west along Karrville and Cherry Tree Bend Roads, as well as about 1,000 feet to the north along the east side of Rockport Road.

Geography divides Port Murray into two roughly equal sections. The lower village on generally flat terrain slopes gently upward to the former intersection of the canal and the roadway. To the north of this point, the grade rises more steeply in the upper village. In the core of the district, lots are narrow and comparatively deep; buildings are set close to the road with minimal side yards, giving the effect of a compact, village streetscape. Even survey #s 25, 26, and 24, which are on large lots, have relatively narrow road frontages. The exceptions are survey #s 23 and 24, which are set well back and centered on relatively large properties. At the periphery of Port Murray, south of the railroad and at the north end around the junction of Main Street with Karrville, Rockport and Cherry Tree Bend Road, the streetscape becomes more open, as a transition between dense village development and countryside. Especially at the south and west, there is a sense of the open country that once surrounded the village.

Remnants of the canal and the continuing presence of the railroad are reminders of Port Murray's origins as a node on an important transportation corridor. Along the eastern edge of the boundary of the upper village, the canal basin (Block 1603, Lot 23.02) and a small section of the canal remain watered and the towpath survives as a private road. The towpath also is visible on the west side of the road where Main Street crosses the former path of the canal.

The railroad tracks skirt the southern boundary of the lower village. Although the line is still active, Port Murray is no longer a stop. Nevertheless, the station (#69) remains standing and currently is being restored by volunteers. The station, along with three rowhouses (#67), built for dairy workers at the turn of the century, forms an informal plaza at

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the foot of Hoffman Road. Unfortunately, the effect is somewhat spoiled by the placement of a trailer, used as the Post Office, on this green.

With few exceptions, the buildings of Port Murray are frame, two to two-and-a-half stories in height, and three to five bays in width. Roofs are predominantly gabled, with ridges parallel to the road, although a few examples present gable fronts.

Dwellings for the most part fall into the category of vernacular architecture. Generally they are three to five bays in width, with simple rectangular or L plans. Because the lots are narrow, wings or additions, where they exist, tend to be set to the rear.

With a few exceptions, architectural elaboration is minimal, confined to bracketed cornices and porches with turned or chamfered posts. Where high-style elements exist, they reflect styles popular in the second half of the 19th century. Even the Baptist Church was built in meeting house form as little more than a rectangular box, in this case with its gable end to the street. The added belfry and porch are in a simplified version of the Shingle Style.

In the lower village, most buildings are simple in form and rectangular in footprint, with minimal decorative trim, generally confined to porches and cornices. The buildings of the upper village are more varied. Several houses are larger than those generally found in the lower village; a few can be classified as high-style. There are some present and former commercial buildings, as well as public buildings. The latter include a former school and two churches. The upper village is also characterized by numerous large trees along the roadside.

Important buildings or complexes in the lower village include the group associated with development of the canal in the district's southwest corner (#1). Another important complex is the grouping of buildings and sites associated with the railroad in the vicinity of the station (#69), the station itself, the hotel (#20) and the site of the coal tipple (#66). One of the larger dwellings is the J. Cyphers House (#15). Basically this is a conventional central-hall Georgian plan with rear wing. However, the amplitude of scale, double-

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leafed door, central double window with segmental pediment and the generous bracketed cornice suggest Italianate influences. The stylistic definition undoubtedly was stronger before removal of the porch.

Most of the high-style buildings are in the upper village. Italianate ornament characterizes the McCrea House (Methodist Parsonage) (#25) opposite the McCrea-Forker Store. In addition to a bracketed cornice, this has a boldly detailed porch, with posts with prominent caps and elliptically-arched frieze boards. The adjacent Dr. Cox House to the north (#26) is a classic Franco-Italianate dwelling with intact detailing. Further north, but also on the west side of Main Street, is the Judge James Somerville House (#34), which began as a relatively simple, side-hall dwelling, marked by a bracketed cornice, but was expanded to the rear in the Queen Anne style, with a polygonal turret and bay. A striking feature of this property is the large carriage house, also in Queen Anne style.

On the east side of Main Street, the McCrea-Forker store (#63) probably originally was a simple vernacular building. When it was expanded, it received some architectural embellishment. An old photograph shows a lantern or belfry over the gable-end section facing Main Street. The store front has an Italianate porch and bracketed parapet. Just north of the store, the Methodist Church is an eclectic mix of Gothic detailing with Shingle Style massing. Two buildings north of the church is one of the key buildings in the village. This was the house of William Ramsey (#60), probably built by him about 1855. Its decoration, especially the idiosyncratic jigsawn verge boards, may be somewhat later. From about 1860 to about 1880, he occupied himself "in improving his real estate and beautifying his home, which, in point of attraction, within and without, vies with well-appointed places in our cities."²⁷ Like the Somerville House, this has a notable carriage house, which backs on the canal.

²⁷ Snell, Sussex and Warren Counties, between p. 728 and 729.

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Of the 123 buildings, structures, and sites in the district, 101 contribute to its significance (sheds are not counted). The majority of non-contributing buildings are modern garages or other accessory buildings.

In addition to the properties listed below, the district contains other remnants of the Morris Canal, which is already listed on the National Register.

*

Property #: 1**Block and Lot #:** 1601, 1 and 2**Date:** c. 1830-50**Source:** Style and local tradition linking property with use as canal store, smithy and warehouse**Description:** Main house is 2 1/2 stories high, 3 bays wide and 2 rooms deep, of side hall, 2/3 Georgian plan. To the west is a 2-story, 2-bay wing. Both sections have rubblestone foundations and clapboard siding and interior end chimneys. Sash are 6/6, except on first floor of main block, where they have been altered to 2/2. Porch across front facing canal is carried on Italianate posts.**Classification:** C**Outbuilding(s):** 1) Warehouse and smithy, composed of 2 sections - a) 2 stories, 5 bays, with vertical board siding, except that 1st story, facing the canal is common bond brick, b) attached longitudinally is 1 1/2 story 2-bay over 3-bay building, of clapboard over rubblestone foundation, both sections have 6/6 sash; 2) 5-bay English barn with vertical board siding, 6/6 sash; 3) frame chicken house, converted to artist's studio; 4) cement-parged ice or springhouse; 5) partially embanked cement block and frame building, now used as a garage; 6) frame privy.**Classification:** 4 - C buildings 2 - C structures

28 Sheds were not counted.

* Unless otherwise specified, all roofs are gabled.

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Property #: 2
Block and Lot #: 1601, 3
Date: 1st half 19th century
Source: Appearance
Description: Small, 2 1/2 story 3-bay I house with rear ell. Synthetic siding over rubblestone foundations, 2/2 sash.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 3
Block and Lot #: 1601, 4.01
Date: 1980s
Description: New house, connected by breezeway to garage
Classification: NC
Outbuildings(s): 1) Secondary residence with garage below; 2) new garage in form of small barn
Classification: 2 - NC

Property #: 4
Block and Lot #: 1601, 4.02
Date: Third 1/4 19th c.
Source: Style, Beers
Description: Frame, 2 1/2 stories, 5 bays across front with double-leafed central entrance with segmental-arched paired window above. Plan is 1 room deep with rear ell. Synthetic siding, 2/2 sash, bracketed box cornice, patterned slate roof in poor condition. Front and side porches have been removed.
Classification: C Despite some changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 5
Block and Lot #: 1601, 5
Date: c. 1875-c. 1900
Source: Beers, 1909 Sanborn
Description: Ample, 2 1/2-story, 3-bay L-plan house. side hall entry at front. Front porch with turned posts wraps around north side. Synthetic siding, 1/1 sash, new exterior chimney.
Classification: C Despite changes in materials, possesses integrity of form and setting.

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Outbuildings(s): 1) Bank barn, 3 bay, clapboard over fieldstone; 2) spring or ice house, concrete parged; 3) garage near house; 4) garage up hill accessed from Hoffman Road.
Classification: 1 - C building, 1 C - Structure; 2 -NC buildings

Property #: 6

Block and Lot #: 1601, 6

Date: 1860-1874

Source: Walling, Beers

Description: Frame, 2 1/2 front section faces Hoffman Road. 3-bay central entrance with small portico, 1 room deep. Rear ell may be earlier. 2 stories, 2 over 3 bays, with central entrance, faces southeast, interior chimney with ceramic pot at rear gable end. Synthetic siding, 1/1 sash.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Horse shed converted to secondary dwelling

Classification: C

Property #: 7

Block and Lot #: 1601, 7

Date: Mid-19th century

Source: Appearance, Beers

Description: 2 1/2 story over embanked basement, L-plan. Full basement under eastern section is rubblestone. Otherwise clapboard with slate roof, 6/6 sash. Entrance from Hoffman Road is at juncture of L. Brick chimney at north and east gables, cornice returns. Badly deteriorated condition.

Classification: C

Outbuildings(s): N/A

Classification: N/A

Property #: 8

Block and Lot #: 1601, 8

Date: Mid-19th century

Source: Appearance, Beers

Description: Frame, 2-story, 2 bay, with 1 and 1/2 story, 1-bay wing. Building is slightly embanked with full basement under larger wing. Modern German siding. Possibly an earlier house or outbuilding related to property #7.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): N/A

Classification: N/A

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Property #: 9
Block and Lot #: 1604, 2.
Date: 1874-c. 1900
Source: Beers, 1909 Sanborn
Description: Frame, 2 1/2 story I house, with 1-story addition at northwest corner. Entry has been moved to east gable end. Porch wraps around east and 2/3 of north side, supported on aluminum posts simulating cast iron. Aluminum siding and 1/1 windows.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): 1920s or '30s garage with 1/1 sash.
Classification: C

Property #: 10
Block and Lot #: 1604, 1
Date: 1874-c. 1900
Source: Beers, 1909 Sanborn
Description: Frame, 2 story, 3 bay, 1 room deep. Clapboard siding and 6/6 sash. Appears to have been built in 2 sections, with older 2-bay section containing entry to the west. New exterior chimney at west gable end.
Classification: C
Outbuildings(s): N/A
Classification: N/A

Property #: 11
Block and Lot #: 1602, 1
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 2 1/2 story, 3 bay, I type dwelling. Siting toward southeast, perpendicular to Hoffman Road. Shed addition across rear. Exterior chimney, 2/2 sash. Parged foundation, synthetic siding. Porch across front, with columns replaced by square posts.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

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Property #: 12
Block and Lot #: 1602, 3
Date: 20th century
Source: Appearance
Description: Modern ranch house
Classification: NC
Outbuildings(s): 4-square garage with novelty siding, at rear probably built for house on property #13.
Classification: C

Property #: 13
Block and Lot #: 1602, 4
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 2 1/2 story, 2 bay, 1 room deep, with 1-story, flat-roofed rear ell. Box cornice with returns, 2/2 sash, hip-roofed porch. Aluminum siding,
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 14
Block and Lot #: 1602, 5
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 2 1/2 story, 3-bay, 1 room deep, with 2-story, shed-roofed rear ell. Set perpendicular to Hoffman Road. Aluminum siding, 1/1 sash.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): 1) Modern, embanked, 3-bay garage, with living quarters above; 2) frame chicken coop
Classification: 1 - NC building, 1 - C structure

Property #: 15
Block and Lot #: 1602, 6
Date: c. 1860-1873
Source: Beers Map
Description: One of the larger houses in the lower village, this has a 5-bay, 2 1/2 story front block, 1 room deep, with a broad ell at the rear. A porch wraps around the front and the south side, up to the point where it is stopped by a 1-story, flat-roofed appendage. The front facade features a double-

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leafed door at the first level, with a double, pedimented window above it. Above this is a steeply peaked cross-gable with a round-arched window. Resting on a rubblestone foundation, the building is sided in clapboard and has 2/2 sash.

Classification: C

Outbuildings(s): At the rear of the property is a small frame, embanked barn, with a shed appendage, clapboard siding and 6/6 windows; between this and the house are a modern garage and a spring or icehouse, the latter parged with cement.

Classification: 1 - C building, 1 NC building, 1 - C structure

Property #: 16

Block and Lot #: 1602, 7

Date: 1860-1874

Source: Walling, Beers

Description: This is a frame, 3-bay I-house, with a rear wing and interior gable end chimney. Asbestos siding over a rubblestone foundation, with asphalt shingle roof. The building retains 2/2 sash; the porch has been enclosed.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): There is a garage on the property, which, by appearance, falls within the period of significance.

Classification: C

Property #: 17

Block and Lot #: 1602, 8

Date: 1860-1874

Source: Walling, Beers

Description: Frame, 3-bay, I-type with rear wing. Surviving features include a box cornice, overhanging eaves and 2/2 sash. Siding is aluminum; porch has been replaced with modern aluminum or iron posts.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): N/A

Classification: N/A

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Property #: 18
Block and Lot #: 1602, 9
Date: Mid-20th century
Source: Appearance
Description: Set back on a flag lot, the buildings here probably originated as outbuildings for Property #17. The residence, which gives the appearance of a small, modern ranch house, was converted from a former chicken coop.
Classification: NC
Outbuildings(s): Two surviving, largely unaltered chicken coops and a woodshed provide evidence of the former Port Murray's semi-agricultural character.
Classification: 3 - C structures

Property #: 19
Block and Lot #: 1602, 10
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 4-bay facade, I-type with rear wing. Overhanging eaves, 2/2 sash. Modern alterations include picture window on south side, exterior chimney on north side, and portico.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 20
Block and Lot #: 1602, 11
Date: 1866
Source: Warren County deeds
Description: This building replaced an earlier hostelry at Port Murray, the location of which is unknown. Larger than other buildings in the lower village and conveniently located near the railroad station, it is 2 1/2 stories high, and two rooms deep, with a facade of four bays over five bays, over a high, embanked basement now used as a garage. A porch runs across the first story above the garage. Rear ell, 2/2 2 sash, 2 interior end chimneys, synthetic siding.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

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Property #: 21
Block and Lot #: 1602, 12
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 3-bay, I-type dwelling with rear ell.
Clapboard, box cornice with returns, 2/2 sash. Enclosed
porch, exterior end chimney.
Classification: C
Outbuildings(s): N/A
Classification: N/A

Property #: 22
Block and Lot #: 1602, 13
Date: c. 1860
Source: Bertland, "Little House"
Description: This is probably the house occupied in the 19th
century by Aaron Bryan, Sr., and originally accompanied by a
large complex of farm buildings spanning both sides of Main
Street. The house is frame, 2 1/2 stories high, 5 bays across
the front and one room deep, with a center hall plan. There
is a 2-story wing at the rear, accompanied by two later 1-
story additions. Parged rubblestone basement, German siding
and slate roof. Features include round-arched gable windows
and a boxed cornice with returns. Sash has recently been
replaced with 1/1. There is a porch across the three central
bays; although the posts have been replaced recently, a
bracketed and dentilated cornice survives.
Classification: C
Outbuildings(s): Early 20th-century garage
Classification: C

Property #: 23
Block and Lot #: 1602, 14.01
Date: Mid- 20th century
Source: Appearance
Description: Modern ranch house
Classification: NC
Outbuildings(s): Modern garage
Classification: NC

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WARREN CO., NJSection number 7 Page 12**Property #:** 24**Block and Lot #:** 1602, 15**Date:** pre-1828**Source:** Bertland, "Little House"

Description: The so-called "Little House" appears on the Morris Canal survey of 1828, and may have been built considerably earlier. The land on which it stands had been owned by the Bryan family since 1803, but the location of their dwelling is not known. The building is a simple 1 1/2 story, 3-bay dwelling with a 2-room, 1-room deep plan. The clapboarded exterior reflects early 20th-century Colonial Revival alterations: a small, gabled entrance portico, wall dormers, an exterior "potato stone" chimney, and slate roof.

Classification: C**Outbuildings(s):** Early 20th-century garage**Classification:** C**Property #:** 25**Block and Lot #:** 1602, 16**Date:** c. 1860-1873**Source:** Beers map

Description: Built by Samuel McCrea, owner of the store on the opposite side of Main Street (#61) this was willed to the Methodist Church in 1898 for use as a parsonage. It is one of the best-preserved houses in Port Murray. Frame, 2 1/2 stories, with a 5-bay facade and center-hall, 2-room deep plan. Clapboard over a rubblestone foundation, slate roof, 2 interior end chimneys. The detailing is Italianate. Box cornice with returns and small modillion brackets, bracketed porch across front with Italianate posts and elliptically arched frieze boards, double-leafed door with lower panels formed by heavy molding and round-arched glazed upper panels, transom, louvered shutters on north side. Alterations include exterior chimney and 2/1 sash.

Classification: C**Outbuildings(s):** N/A**Classification:** N/A

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WARREN CO., NJSection number 7 Page 13**Property #:** 26**Block and Lot #:** 1602, 17**Date:** c. 1870-74**Source:** Appearance, Beers

Description: In 1874, this belonged to Dr. H.M. Cox, a physician. It is one of the few high-style buildings in Port Murray. In the Franco-Italianate Second Empire style, it is three stories high with a mansard roof. Of center-hall plan, it is 2 rooms deep, with a 3-bay facade. The central bay is formed by a slightly projecting pavilion. A porch with Italianate posts, and bracketed cornice and arched frieze boards fronts the entrance, topped by a small elliptical pediment. This pediment is repeated at the roof. The heavily molded, round-arched doorway is filled by double-leafed doors. Paired round-arched windows occupy the second story of this pavilion. In the bays to either side of the center are paired, round-arched, full-length windows beneath projecting, flat heads. The second story windows are single, with segmental arched heads. All windows are fitted with louvered shutters following the form of their arches. The mansard is pierced on each side by three round-arched dormers, set in scrolled frames.

Classification: C**Outbuildings(s):** N/A**Classification:** N/A**Property #:** 27**Block and Lot #:** 1602, 18**Date:** 1860-1874**Source:** Walling, Beers

Description: Frame, 2 1/2 stories, with 5 bays on first floor, 4 on second. Single-leafed center door with transom, 2/2 sash, round-arched window in peak of cross gable. Porch on Tuscan posts across front. Plan is 1 room deep with interior end chimneys; 2-story, flat-roofed rear wing with 1-story shed addition extends 1 bay south of main block.

Classification: C

Outbuildings(s): Relatively large 2-story, 3-bay barn with arched windows in first story may originally, given configuration of property on Beers map, have been part of #26. Vertical board siding, 6/6 sash, standing seam metal roof.

Classification: C

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Property #: 28

Block and Lot #: 1602, 19

Date: 1830-1850

Source: Appearance, Walling

Description: This building either was built in two 3-bay parts or was constructed as a double house. Original configuration is suggested by placement of interior chimneys, one at north gable end, the other in the center, which is the northern end of the southern section. Frame, 2 1/2 stories, 1 room deep, with 2-story rear wing. A 20th-century porch extends across the 4 southerly bays of the facade and wraps around the south side, where it has been enclosed. Clapboard siding, slate roof, 6/6 sash, "sunburst" ornament in gable apex.

Classification: C

Outbuildings(s): Embanked garage, built within period of significance, and another small outbuilding of indeterminate use.

Classification: 2 - C

Property #: 29

Block and Lot #: 1602, 20

Date: c. 1885-1900

Source: Appearance

Description: Frame, 3-bay, L-plan with side entry and 2-story bay on south side. Prominent porch with pediment, turned posts with jigsawn brackets, geometric railing and plain spindle frieze. Elaborate jigsawn ornament in gable apexes on east and north sides. Coursed stone foundation, aluminum siding.

Classification: C

Outbuildings(s): N/A

Classification: N/A

Property #: 30

Block and Lot #: 1602, 21

Date: c. 1875-1890

Source: Appearance

Description: Small, 2-story, I-type house, with 3-bay facade and 2-story, flat-roofed rear wing. Overhanging eaves and

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small, semi-hexagonal bay on south side. Aluminum siding, porch enclosed.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Cement block garage

Classification: NC

Property #: 31

Block and Lot #: 1602, 22

Date: c. 1880-1890

Source: Appearance

Description: This is the former Perry Brothers store, now used as a residence. Frame, 2 1/2 story, gable end to street, 4-bay on second floor, 2/2 sash, exterior brick chimney, shed extension on north side. A 2-story porch extends across the front; enclosed at the first story, it masks the original store front.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Privy, cement block dairy (?) with exterior chimney

Classification: 2 - C

Property #: 32

Block and Lot #: 1602, 23

Date: c. 1880-1890; late 20th c. alterations

Source: Appearance

Description: Frame, 2 1/2-story, L-plan building with 2-bay facade, 2-story semi-hexagonal bay on south side, projecting cornice with boxed eaves and gable-end returns, aluminum siding. Colonial Revival alterations include removal of porch, insertion of picture window, front entry surround and pediment over side bay, replacement 6/6 sash and multi-paned lunette in gable.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): 3-bay barn, clapboard siding, slate roof, 6/6 sash; privy

Classification: 1 - C building, 1 - C structure

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WARREN CO., NJSection number 7 Page 16**Property #:** 33**Block and Lot #:** 1602, 24**Date:** c. 1880-1900**Source:** Appearance**Description:** Frame, small 2-bay house with gable facing the street, 3 bays deep, 1-story addition to south side with bay towards rear. Entry is at north end of facade, with semi-hexagonal bay at south end. Aluminum siding and shutters, 1/1 sash, replaced entrance portico.**Classification:** C Despite changes in materials, possesses integrity of form and setting.**Outbuildings(s):** N/A**Classification:** N/A**Property #:** 34**Block and Lot #:** 1602, 25**Date:** c. 1850; major additions and alterations, 1892**Source:** Walling; *Washington Star*, 4/21/1892**Description:** The additions to this house, by Judge James Somerville, greatly enlarged it and changed its character from a compact vernacular Italianate mass to a sprawling, irregular plan and silhouette, with Queen Anne and Gothic characteristics. The older front section of the house is a 2 1/2-story, 3-bay block, 2 bays deep, with side entry. Bracketed box cornice with gable-end returns and overhanging eaves (brackets missing on sides). Porch wraps around front and south side, square posts with brackets supporting overhanging cornice. 2/2 sash. Large rear addition, wider and deeper than original section of house. In two sections, defined by rooflines -- middle section is 2-story with flat roof; rear section is 2 1/2-story with gable roof. On south side, junction between old and new sections is marked by two story, semi-polygonal tower with imbricated slate roof. Centered under south gable is a 1-story, semi-hexagonal bay. Projecting from the southwest corner is a 1-story wing with cross-gable. Along the north side are a later, 1-story gable-roofed addition, a 2-story, semi-hexagonal bay with bracketed cornice and pyramidal roof and a 1-story shed-roofed projection. Original sliding probably was clapboard and shingle, as on carriage house (now being replaced); present siding is synthetic; slate roof.**Classification:** C**Outbuildings(s):** Large carriage house to rear and north. Two gabled, 2-story sections, linked by lower middle section with

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wall dormer on north side. Cupola on front section, multi-paned sash has been replaced by 1/1. Approached by drive flanked by round, cobblestone posts.
Classification: C

Property #: 35**Block and Lot #:** 1602, 26**Date:** 1860-1874; altered 1900-1920**Source:** Beers; appearance

Description: Although this now has the appearance of an early 20th century bungalow, it is shown as a confectionery shop on the 1874 Beers map. Frame, 1 1/2-story, 2 bay facade with side entry, small rear lean-to and larger lean-to on north side. Porch on square posts across front. Altered windows and synthetic siding.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): N/A**Classification:** N/A**Property #:** 36**Block and Lot #:** 1602, 27**Date:** 1860-1874**Source:** Walling, Beers

Description: This dwelling obviously was constructed in two stages, with what is probably the later, southern section set back slightly from the original part of the building.

Presently it is frame, 2 1/2 stories, with a 3-bay facade, interior end chimney, rear lean-to. The older section is 2 bays wide, with the entry in the southern bay; the newer part is one generous bay in width. Synthetic siding and shutters; replacement windows and sash.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Small barn or wagon house with vertical board siding, corrugated metal roof.

Classification: C**Property #:** 37**Block and Lot #:** 1602, 28**Date:** 1860-1874**Source:** Walling, Beers

Description: Frame, essentially 2 1/2 story, 3-bay house, 2 rooms deep, 2 interior chimneys. Numerous shed-roofed additions have given it irregular plan and silhouette. These

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include 2-story addition across rear, 1-story wing along north side, and smaller 1-story wing with front porch along south side. Also porch across central 2/3 of front, both with Colonial Revival columns. Clapboard siding, 4/4 casements, some windows altered.

Classification: C

Outbuildings(s): N/A

Classification: N/A

Property #: 38

Block and Lot #: 703.01, 40

Date: c. 1870; 1922

Source: History of Mansfield Township; deeds

Description: Aaron Bryan sold the land on which the schoolhouse was built to the town in 1870. It is possible, however, that the school may have been constructed somewhat earlier. The present building is said to incorporate Port Murray's 19th century schoolhouse in a major remodeling and enlargement carried out 1922. The original schoolhouse was a 2-story building with a rather high gable roof. It is difficult to see how this could have been transformed into the building that exists today, which does, however, preserve much of the form of the 1922 remodeling. Frame, 1 1/2 storeys, with hip roof. Four gable-roofed dormers, with prominent eaves overhangs and returns, large wall dormer at rear. Alterations include colonial Revival front door, flanked by picture windows, aluminum siding, new windows, attached garage.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): N/A

Classification: N/A

Property #: 39

Block and Lot #: 703.01, 39.01

Date: Mid-19th c.

Source: Walling

Description: Frame, 2 1/2 story, 3-bay, with facade facing east, exterior end chimney. L-plan, with flat-roofed 2-story wing filling in L. Porch across front, wraps around north and

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south sides, enclosed at front. Overhanging eaves with returns and 2/2 sash.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Garage and large workshop

Classification: 2 - NC

Property #: 40

Block and Lot #: 804.02, 18

Date: c. 1830-50

Source: Appearance, Walling

Description: Frame, 1 and 1/2-story, 2 bays, with entry on east front rather than facing road. Shed-roofed 1 1/2 story wing extends beyond front of house to east 1 1/2 story rear wing with gabled roof. Porch with turned posts across front of east facade of main block, 2/2 sash, except small attic windows in south facade. Aluminum siding and shutter.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Small outbuilding of undetermined function

Classification: C

Property #: 41

Block and Lot #: 804.02, 17

Date: c. 1950

Source: Appearance

Description: Modern ranch house

Classification: NC

Outbuildings(s): N/A

Classification: N/A

Property #: 42

Block and Lot #: 804.02, 16

Date: c. 1850

Source: Appearance, Walling

Description: Sited facing south, perpendicular to road. Frame, 2 1/2 story, 3-bay facade, with interior end chimney at east, 2-story, 2-bay wing at rear with side entry. Porch on simple turned posts across front, 6/6 sash, synthetic siding.

Classification: C

Outbuildings(s): N/A

Classification: N/A

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Property #: 43
Block and Lot #: 802, 18.02
Date: Late 18th-early 19th c.; extensively remodeled in 1930s
Source: Appearance
Description: Sited facing south, perpendicular to road. Frame, 1 1/2 story, with stone, 1-story, shed-roofed wing across rear. 1 1/2 story, 3-bay facade. Clapboard siding with shingle roof with center chimney, two additional chimneys in rear wing, one bearing date "1752". Central entry with small, Colonial Revival, shed-roofed portico. Windows to either side have been replaced with paired sash, 3 small, gabled wall dormers.
Classification: C
Outbuildings(s): 2 modern garages
Classification: 2 - NC

Property #: 44
Block and Lot #: 802, 17
Date: 1828-31; c. 1835-40
Source: Deeds, road returns
Description: Frame, 2-story, 1 room deep, interior end chimneys, built in two sections. The older section to the west has a centered entry, with a window to one side and later small portico, random ashlar exposed chimney base in west facade. Later section is 2 bays, over embanked stone basement with entry, with 1-story, shed-roofed wing to east. Clapboard siding, 6/6 sash.
Classification: C
Outbuildings(s): Stone springhouse. This spring fed the basin at the boat yard, which, like this house, belonged to a member of the Bigler family.
Classification: C

Property #: 45
Block and Lot #: 802, 16
Date: 1842, belfry added 1894
Source: History of the Mansfield Baptist Church
Description: The church is a simple rectangular form, 3 bays deep with gable end to the street, a bell tower to the west end of the facade and an entry at the east end. There are three tall rectangular windows along each side and a small multi-paned arched window in the gable with a datestone beneath it. Random ashlar foundation, body of church formerly clapboard, now stuccoed. Lower stage of tower is square,

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still sheathed in clapboard, with entry on east side; capped by truncated, pyramidal, slate roof with shallow triangular dormers; belfry is square with arched, balustraded openings and pyramidal roof. Modern stone staircase structure at front entrance. Brick 1-story addition wraps around west side and rear.

Classification: C

Outbuildings(s): Embanked, 1-story, stuccoed building

Cemetery bounded by a cobbled wall with heavy concrete cap.

Classification: NC

Building #46 has been deleted because it has been moved from its original location and is located on lot 16 outside the district boundaries.

Property #: 47

Block and Lot #: 802, 21

Description: The cemetery is enclosed by a simple cast and wrought iron fence.

Classification: C - site

Outbuilding (s): N/A

Classification: N/A

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[Buildings # 48, 49, 50, which are shown on the district map, are excluded from the district. These three non-contributing buildings are the Mansfield Township Hall (#48, built in 1929, outside the revised period of significance), and two recent buildings for the fire department and the first aid squad (#s 49 & 50). A trailer occupied by the township police department also stands on the lot.]

Property #: 51

Block and Lot #: 1603, 23.01 and 23.02

Date: c. 1830

Source:

Description: This is the site of Bigler's boat yard and canal basin. Although no trace of the boat yard's structures is

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visible, the basin is still watered, as is a short section of canal behind these properties.

Classification: C - 2 sites

Outbuildings(s): N/A

Classification: N/A

Property #: 52

Block and Lot #: 1603, 22

Date: 1909-1914

Source: Sanborns

Description: Frame, 2 1/2-story, T-plan, with 2-bay front facade. Pedimented porch on Tuscan columns across front. 1-story shed-roofed wings along south and north sides of stem of T. Projecting eaves with end returns, clapboard siding, 1/1 sash. Entry in north bay has distinctive oak door with glazed oval upper panel.

Classification: C

Outbuildings(s): N/A

Classification: N/A

Property #: 53

Block and Lot #: 1603, 21

Date: 1860-1874

Source: Walling, Beers

Description: Frame, 2 1/2-story, I-type house with 3-bay facade and 2 interior end chimneys and 1 exterior chimney. Projecting eaves and cornice with end returns, porch with turned posts. Clapboard siding, slate roof, replacement 1/1 sash.

Classification: C

Outbuildings(s): N/A

Classification: N/A

Property #: 54

Block and Lot #: 1603, 20

Date: 1860-1874

Source: McCarty, Walling

Description: Frame, 2 1/2 story, sited perpendicular to street, 3-bay, rubblestone foundation, 1/1 sash and synthetic siding. East end extended by 3-bay addition of slightly lower height than main block.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Modern garage

Classification: NC

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Property #: 55
Block and Lot #: 1603, 19
Date: Possibly mid-19th c.
Source: Tradition of canal-related stable use
Description: Former canal mule stable converted to residential use. Gable end to street, 2 stories, 1-story rear shed wing. Projecting eaves, exterior chimney, synthetic siding.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 56
Block and Lot #: 1603, 18
Date: 1852-1860
Source: Deeds, Walling
Description: Frame, 2 1/-story, 3-bay, with gable end to the street, interior end chimney and added exterior chimney. Synthetic siding, 2/2 sash, except for small, modern octagonal windows in gable peak, projecting cornice with gable-end returns. Porch across front with tured posts and jigsawn brackets. Entrance has been moved to north end, perhaps at same time southern bay of porch was enclosed with 2/2 windows
Classification: C
Outbuildings(s): N/A
Classification: N/A

Property #: 57
Block and Lot #: 1603, 17
Date: 1875
Source: Belvidere Apollo, 8/6/1875
Description: Built as the Shoemakers' Blacksmith Shop, this is a long, rectangular, 2-story building, one room deep. The two southern bays are filled by overhead garage doors, replacements for the original batten doors. Each of the two northern bays has a 4-panel door with adjacent window. Four windows are regularly disposed across the second floor. Rubblestone foundation, synthetic siding.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): Small, early 20th century frame garage
Classification: C

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Property #: 58

Block and Lot #: 1603, 16

Date:

Source:

Description: Frame, 2-story, 3-bay, one room deep with interior chimney at north end, 1 1/2-story rear wing; 1-story appendage added to north side. Bracketed box cornice and overhanging eaves, gable-end returns. Porch with square posts extends across front and north side, where it has been enclosed.

Classification: C

Outbuildings(s):

Classification: N/A

Property #: 59

Block and Lot #: 1603, 15

Date:

Source:

Description: Frame, 2-story (possibly raised from 1 1/2), I-type, 2 interior end chimneys and one exterior chimney. Clapboard, slate roof, 2/2 sash. Cornice with gable-end returns; porch with turned posts and dentil cornice.

Classification: C

Outbuildings(s): N/A

Classification: N/A

Property #: 60

Block and Lot #: 1603, 14

Date: 1855-60

Source: Snell

Description: This is one of the most striking buildings in the village because of the large, elaborate, jigsawn bargeboards decorating the front and side gables. It is 2 1/2 stories high, 5 bays wide and 2 rooms deep, with a center hall plan and interior end chimneys. There is a 1-story semi-hexagonal bay on the southwest side. The double-leafed front door has a fine Victorian screen door. A small, gable-roofed portico appears to be a modern replacement. Like its neighbors, this house is embanked to the rear because of the steep slope of the land down to the canal. The stone, concrete-parged basement is fully exposed at the rear below a porch. The back and sides are sheathed in clapboard, but the front has been refinished in aluminum with aluminum shutters.

Classification: C

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Outbuildings(s): Large, 2-story carriage house/stable, now used as a garage. Clapboard siding, slate roof, 6/6 sash, louvered square cupola.

Classification: C

Property #: 61

Block and Lot #: 1603, 13

Date: 1860-1874

Source: Walling, Beers

Description: Frame, 3-bay, 2 1/2 stories, with gable end facing the road. Embanked at the rear on a stone basement, now paved with concrete. Siding and shutters are aluminum. Replacement sash with clip-in muntins, but original paired, arched windows survive in the gable peak. Small, gable-roofed portico also is a modern replacement.

Classification: C Despite changes in materials, possesses integrity of form and setting.

Outbuildings(s): Modern garage

Classification: NC

Property #: 62

Block and Lot #: 1603, 12

Date: 1895

Source: The McCrea Memorial Methodist Church

Description: Basically Shingle Style, but with some Gothic detailing, the church is partially embanked on a high rubble stone foundation. The upper part is sided in aluminum, except for the prominent gables and second stage of the bell tower, which are shingled. The roof is slate; the slates on the tower are imbricated. The church is more or less cruciform in plan, with gables facing south, west and north; the fourth arm of the cross is a semi-octagonal projection at the rear. Each of the gables is occupied by Gothic-arched, stained glass, triplet windows. On the front (west) facade these are flanked by smaller, single Gothic-arched windows. There also are small Gothic-arched in each face of the rear bay. The windows of the exposed basement are 6/6 sash. Square pavilions, each with an entrance doorway, fill the junction of the front and sides. Small hoods are placed over the double-leafed doors, which have elaborate strapwork iron hardware. The southern pavilion is a bell tower. Its second stage is octagonal with louvered openings; the roof is conical. The corresponding pavilion to the north is one story in height with a half-hip roof.

Classification: C

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WARREN CO., NJSection number 7 Page 27**Outbuildings(s):** Small barn at rear, with aluminum siding and slate roof.**Classification:** C**Property #:** 63**Block and Lot #:** 1603, 11**Date:** 1836, 1882**Source:** Warren County deeds, Belvidere Apollo, 10/6/1882

Description: The store was constructed in three distinct sections. The oldest of these is the center, which takes the traditional form of an early 19th century warehouse. It is 3 stories high and 3 bays wide, with its gable end facing the road. The ground floor double-leafed door, with its arched, recessed panels, appears to be part of the 1882 alterations. There are loft doors in the two stories above. Sash is 6/6, with pedimental heads. The front section, because of a bend in the road, also faces Main Street. Constructed in 1882, it is 2 stories high with a flat roof. Its most prominent features is a store front with a recessed entrance set between display windows featuring large 2/2 panes. An Italianate porch runs across the store front. Tuscan post with scrolled brackets carry a projecting cornice. There are three windows in the second story with labeled surrounds; the middle window is blind and filled by louvered shutters. The facade is terminated by a bold cornice, which is actually a parapet. It features scrolled brackets framing rectangular panels and a broad overhang carried on smaller brackets. The side of this extension is five bays wide. A broad service door now is filled by French doors. Windows are 2/2. the rear addition is also 2 stories with flat roof and 2/2 sash. The entry has been altered and has large, modern sidelights and transom. Within this is an older entry, possibly moved from another building, with a door with two round-arched panels and transom and sidelights; the recessed panels beneath the sidelights are in the form of Gothic arches. Although now sided with aluminum, the building retains its distinctive wooden trim.

Classification: C**Outbuildings(s):** N/A**Classification:** N/A

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Property #: 64
Block and Lot #: 1603, 6
Date: Mid-19th c.
Source: History of Mansfield Township, Beers.
Description: Lime Kiln site. No longer visible on the surface, the kiln occupied the western corner of this now vacant, triangular lot, adjacent to the towpath
Classification: C - site
Outbuildings(s): N/A
Classification: N/A

Property #: 65
Block and Lot #: 701, 3.4
Date: c. 1850
Source: Construction of railroad
Description: Stone railroad culvert, through which farm lane passes under tracks.
Classification: C - structure
Outbuildings(s): N/A
Classification: N/A

Property #: 66
Block and Lot #: 1603, 3
Date: c. 1850
Source: Construction of railroad
Description: Site of coal tipple. Only remains are stone retaining wall and flattened path of siding. For further information see HAER
Classification: C - site
Outbuildings(s):
Classification:
Photo #(s):

Property #: 67
Block and Lot #: 1603, 4
Date: c. 1900
Source: History of Mansfield Township
Description: Three rowhouses, frame, 2 1/2 storey, with 2-story rear wings. Each essentially a 2-bay, 1-room deep plan with side entry and separate chimney. Replaced porches, foundation concrete parged, aluminum siding and shutters, asphalt tile roof. Oriented to drive to railroad station.
Classification: C Despite changes in materials, possesses integrity of form and setting.

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Outbuildings(s): N/A
Classification: N/A

Property #: 68
Block and Lot #: 1603, 3
Date: 1860-1874
Source: Walling, Beers
Description: Frame, 2-story, 3-bay, one room deep, with 2-story, one bay east wing, exterior end chimney. Porch runs across front (except for extreme west end) and wraps around east side. Aluminum siding and shutters, 1/1 sash. Oriented to drive to railroad station.
Classification: C Despite changes in materials, possesses integrity of form and setting.
Outbuildings(s): N/A
Classification: N/A

Property #: 69
Block and Lot #: 1603, 2.01
Date: 1909-1914
Source: Sanborns
Description: This combined freight and passenger depot was built to replace a separate passenger station and freight house, which stood in the same general area (although the freight house was across the tracks). Frame, 2-story, with projecting canopy on simple brackets on track side. Windows and doors have pedimental heads. North end was freight room, with sliding door on west side, large door on east side and single attic window. South end was passenger waiting room. Door and window on west facade, also on east (trackside) facade, where accompanied by projecting, rectangular ticket window. Formerly board and batten, now German siding. Undergoing rehabilitation.
Classification: C
Outbuildings(s): N/A
Classification: N/A

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Property #: 70
Block and Lot #: 1603, 2.01
Date: 1909-1914
Source: Sanborns
Description: Frame shed, with 4 attached metal grain storage bins.
Classification: C structure
Outbuildings(s): N/A
Classification: N/A

Property #: 71
Block and Lot #: 1603, 2.01 and 2.02
Date: N/A
Description: This open space has long been a feature of the village, a sort of "village green" for the lower half of Port Murray. The triangular area spanning both lots is identified on "Depot Park" on early 20th-century Sanborn maps. Other parts of the property were used by the railroad for open storage of logs and ties. The plot is characterized by large trees, especially lining the drive along the north aide. A trailer housing the post office is an unfortunate intrusion.
Classification: C - site
Outbuildings(s): N/A
Classification: N/A

Property #: 72
Block and Lot 1402, 5
Date: c. 1900
Source: History of Mansfield Township
Description: This is the location of the Port Murray Dairy, which started operation about 1900. Only one building remains. Constructed of cement block cast to simulate stone, with stepped wooden parapet.
Classification: C
Outbuildings(s): Foundations of several other buildings are visible.
Classification: C - site

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Property #: 73

Date: c. 1900

Source: Appearance and construction technique

Description: Railroad bridge. Constructed of riveted iron plates and girders, with a brick deck, the bridge crosses the railroad tracks at the foot of Main Street.

Classification: C structure

Outbuildings: N/A

Classification: N/A

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The Port Murray Village Historic District is significant for its association with settlement patterns, industry, transportation, commerce, and architecture. Unlike most rural New Jersey villages, Port Murray did not originate as a small commercial center serving an agricultural hinterland. Rather it developed as a service node along transportation corridors created by 19th-century technological developments: the opening of the Morris Canal in 1831 and the construction, in 1850, of the Morris and Essex Railroad through the village. Nevertheless, Port Murray shares a linear development pattern with most other rural New Jersey villages. Interestingly, this does not follow the important transportation corridors of canal and railroad, but rather the vehicular roadways. The locations of some key buildings and features do, however, relate to the canal and railroad. In the late 19th and early 20th centuries Port Murray flourished as the site of small industries, attracted by the excellent rail service and the opportunity to exploit the region's natural and agricultural resources. Although the canal ceased to operate in 1924 and the railroad no longer stops in the village, Port Murray, as the location of Mansfield Township's town hall and two churches, continues to serve as a center for the surrounding area. The majority of buildings in the village predate 1910; these are primarily residential, but also include the former hotel, two stores (one still in use as a commercial building) the former school, and two churches. Collectively these are significant as illustrations of the vernacular architecture of the region from the early 19th through the early 20th century, as well as of some of the more formal styles predominant in the second half of the 19th century.

Until the middle of the 18th century, the area that encompasses Port Murray was uncharted wilderness. In 1752, 1,303 acres of land, including the future site of the village, was surveyed for Samuel Johnson. Some years thereafter, the property was acquired by four men, George, Daniel and Thomas Reading and their uncle Martin Ryerson. The four were the sons and brother-in-law of New Jersey governor John Reading. About 1760 they established Squires Point Forge on the Musconetcong River, just south of what would become Port Murray.¹

¹ Dennis Bertland, "A Sketch of the 'Little House' at Valley Home Farm, Port Murray, New Jersey, August 1990," p. 1.

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By 1773 Garret Rapalje, a Brooklyn merchant, had acquired the forge. He was in residence when he advertised the property for sale in 1778. By this time the forge had evidently been abandoned, replaced by a grist mill. A few years earlier, an advertisement noted that the property had been divided into four farms.² This, as well as the presence of the grist mill suggests that by this time clearance of the area for agriculture was well underway.

The first settler in what became Port Murray was the Rev. Nicholas Cox, a Baptist minister, who purchased 158.5 acres, including most of what became Port Murray, in 1795. In 1803, Cox and his wife sold to John Bryan (1765-1843), whose descendants remained large landholders in Port Murray, except for a brief hiatus, until the 1930s.³ James P. Snell credits John Bryan's son, Aaron, with building the first house in the village.⁴ This probably was one of the three houses shown, along with two outbuildings, on the 1828 survey for the Morris Canal. (Figure 1) The most likely candidate is the so-called "Little House." (#24) The Taylor-Bigler House at the northeast corner of Rockport and Cherry Tree Bend Roads (#43) was built at about the same time the canal was constructed. It joined an older Barney Bigler farmhouse to the north on Rockport Road. (#43) Thus when the canal arrived, there were farmhouses in the vicinity, but nothing that could be considered a village.

The completion of the Morris Canal in 1831 initiated agglomeration of settlement near the boat basin and Incline Plane #5 and brought a measure of prosperity and slow, but steady, growth to what became Port Murray. Local families, such as the Biglers, which had heretofore depended on agriculture, obtained employment related to operation of the canal and later the railroad. The canal also spurred small-scale commercial development. A complex in the lower village (#1), adjacent to the canal and close to Incline Plane #5, included a store, blacksmith's shop and warehouse, and

² Ibid., p. 2.

³ Ibid., pp. 2-3.

⁴ James P. Snell (ed.), **History of Sussex and Warren Counties**, Philadelphia: Everts & Peck (1881), p. 726.

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obviously was intended to serve the canal. This was a good location because boatmen would leave their vessels at the head or foot of the plane. While the vacant vessels were hauled up or down the plane, the boatmen could fulfill their requirements on shore.

In 1836 Moore Furman purchased a lot at the intersection of the canal and Main Street, halfway between the plane and the canal basin, on which he erected a store.⁵ (#63) He must have built the store that year. A deed to him from Aaron Bryan, for the adjacent lot, refers to the corner of the storehouse.⁶ In the late 19th century, the store was operated by John W. Forker. According to his letterhead, this certainly was a general store, which sold "groceries, dry-goods, ribbons, dress trimmings, hosiery, white goods, Yankee notions, etc."⁷ (Forker also owned an undertaking establishment, which advertised that it could service Belvidere, Oxford, Broadway, Washington, Port Colden, Beattystown, Hackettstown and Schooley's Mountain. Its most likely location was in the same complex of buildings housing the store.⁸) When the Mansfield Township Post Office moved to Port Murray in 1867, it was housed in the store, with Forker serving as postmaster.⁹ Although Forker, and later others, operated the store, its owner was his father-in-law, Samuel McCrea, whose name appears attached to this property in the 1874 Atlas. McCrea built a 24 x 60 foot addition to the west of the old canal store in 1882; the lower floor remained a store and warehouse, while

⁵ Ibid.

⁶ Warren County Deeds, 14:85, October 1, 1836.

⁷ Reproduced in Mansfield Historical Publication Committee, *History of Mansfield Township, 1754-1964* (1964), p. 49.

⁸ When barns associated with the store were damaged by fire in 1892, the Washington Star reported that their contents included a hearse.

⁹ Snell, *Sussex and Warren County*, p. 726.

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It was at the first schoolhouse that a group of Mansfield Township residents met in December 1841 to form plans for building a Baptist Meeting House. (#45) The new congregation moved swiftly. It incorporated in July 1842 and held its first meeting in the new church in January 1843. The building originally was of simple, rectangular meeting house form; the belfry was added in 1894.¹⁶

By this time it undoubtedly was known that the Morris and Essex Railroad would pass through Port Murray. The railroad was chartered in 1835, but did not arrive at Port Murray until 1850. Port Murray was the only stop in Mansfield Township. The station not only handled passengers and freight. It also served as a coaling and watering facility.¹⁷

The facilities described above appear on the map published in the 1874 Atlas. (Fig. 3) It shows the village as relatively well developed by this period. The densest development was in the "upper village" along both sides of Main Street north of the canal. Another node of development, constituting the "lower village" is primarily on the west side of Main Street, extending a short way up Hoffman Road. The canal was a prominent feature, with its basin fed by a spring located to the west of the Baptist Church and cemetery. The boat yard repair shops stood at its head. There were two blacksmiths' shops, one in the upper village and one in the lower village. There also was a confectionery on the west side of Main Street (#35) The village boasted a physician, Dr. Cox, whose house (#26) was opposite the McCrea-Forker store.

In addition to buildings, the map depicts two sites related to the exploitation of the area's natural resources. One was a deposit of iron ore, belonging to Aaron Bryan, Sr., located on the east side of the canal, south of the basin, outside the village proper. The other was a lime kiln (#64), also belonging to Bryan, on the east side of Main Street south of the bend in the canal and built into the canal bank. Iron

¹⁶ One Hundredth Anniversary, Mansfield Baptist Church (1942).

¹⁷ A picture of the coal chute is in Committee, History of Mansfield Township, p. 50, while the water tanks appear on the 1874 map.

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the upper served as a public hall.¹⁰ The warehouse section later housed a feed mill.

A commercial enterprise with a direct relationship to the canal was a boat yard located at the head of the canal basin. (#51) This was founded in 1853 by James L. Bigler and Henry Shoemaker, to whom Aaron Bryan had sold the land.¹¹ The primary function of the yard was repair work, but boats also were built there. In 1874, when James A. Bigler (James L. Bigler's nephew) owned the boatyard, they launched a new boat, "The Sportsman," built for J.S. Smith. It was 38 feet long and 14 wide. Although it could be towed through the canal, it also was planned for cruising on Lake Hopatcong.¹²

Another public facility erected in response to the arrival of the canal may have been a hotel, built by William Morton in 1837.¹³ The location of this is unknown. The present building known to have served as a hotel (#19) is opposite the train station and was not built until 1866, responding to the arrival of the railroad. Aaron Bryan sold the vacant lot on which it stands in January 1866; a subsequent deed, in January 1867, refers to the corner of the hotel lot.¹⁴

More elevated community needs also were addressed. A school was founded in the vicinity in 1841. By the third quarter of the 19th century the schoolhouse stood on the west side of Main Street, just south of its intersection with Karrville Road. (#38) Aaron Bryan transferred the land on which it was built to the school district in 1870.¹⁵ The building still stands, although much altered by its enlargement as a schoolhouse in 1922 and later conversion to a residence.

¹⁰ Belvidere Apollo, October 6, 1882.

¹¹ Warren County deeds, 37:323, May 4, 1853.

¹² Belvidere Apollo, December 4, 1874.

¹³ Snell, **Sussex and Warren Counties**, pp. 726 and 728.

¹⁴ Warren County Deeds, 63:318, January 10, 1866 and 66:569, January 26, 1867.

¹⁵ Ibid., 85:367, July 25, 1870.

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mining was an important factor in the 19th-century economy of Warren County, at least until the great resources of the Mesabi Range in Michigan were discovered in 1887. There is no record of iron mining within the village. The lime kiln, however, indicates that Bryan was utilizing the area's plentiful limestone. Many farmers had their own kilns to burn lime for agricultural use.¹⁸ It seems likely, however, that the Bryan lime kiln, because it was shown on the map, was producing lime on a modest commercial basis.

The last quarter of the 19th century witnessed further growth for Port Murray. The canal gradually declined because of competition from the railroads; the railroad, however, which had become part of the Delaware, Lackawanna & Western in 1869, continued to serve Port Murray and cause it to grow.¹⁹ Nevertheless, the village remained relatively small because, in 1870, the DL & W opened a new branch through Boonton, which provided a shorter route from the Pennsylvania coal fields to the New York metropolitan area.

In 1875 the Shoemakers, who operated the blacksmith's shop in the upper village, completed a new and larger facility (#57).²⁰ The 1914 Sanborn shows the lower floor of this building serving as the Township Hall and the upper floor as Mechanics' Lodge. In the late 19th and early 20th centuries, the Perry Brothers General Store operated across Main Street from this former blacksmith's shop.²¹

Modern industry came to Port Murray in 1894 with the start-up of the National Fireproofing Co. This was formed to exploit a deposit of clay found on the Perry farm at the southeast edge

¹⁸ Committee, *History of Mansfield Township* 2-3.

¹⁹ The canal, which had been profitable during the Civil War, declined rapidly after it was leased to the competing Lehigh Valley Railroad in 1871. The state took it over in 1922 and drained it in 1924.

²⁰ Belvidere *Apollo*, August 6, 1875.

²¹ Committee, *History of Mansfield Township*, p. 50. The store was still in operation in 1964.

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of the lower village. The company disbanded in 1963.²² The Port Murray Dairy (#72), which processed milk products, including the making of cheese, was started by Miss H.L. Hurley of Hope in 1900.²³ Dairy workers are said to have occupied the triple house row-house (#67) nearby.

In 1895 the village received one of its most prominent buildings through the generosity of Samuel McCrea. This was the McCrea Memorial Methodist Church (#62). Since 1883 a Methodist Episcopal congregation had been meeting on the second floor of McCrea's store building, which he had fitted up for this purpose. Twelve years later, McCrea donated land adjacent to the store for a church, as well as making a substantial contribution to the building fund. The building was dedicated in December 1895. At his death in 1899, McCrea left his house (#25) to the church as a parsonage.²⁴

Port Murray reached its zenith in the 50 years between 1890 and 1930. Although its isolation had been ended by the arrival of the railroad, local transportation for the residents further improved when, between 1910 and 1925, a trolley line, operated by the Easton Washington Traction Company provided access to Washington and Phillipsburg.²⁵ The nearest stop was about a mile from the lower village. The tracks followed the old turnpike road (Route 57), with the terminus just south of Port Murray in Anderson. The 1909 and 1914 Sanborn maps, as well as early photographs, show Main Street solidly lined with buildings, on relatively generous lots, from the point where the road crossed over the railroad tracks in the lower village to a point south of the school house in the upper village. Although there was no electricity and no city water, the town, with its two stores, post office, two churches, hotel, school, and three doctors, as well as the township offices, clearly was the center of Mansfield Township life. This role was recognized by the construction of a Fire

²² Ibid., p. 42.

²³ Ibid., pp. 42-44.

²⁴ The McCrea Memorial Methodist Church at Port Murray, New Jersey, 1895-1945.

²⁵ Committee, History of Mansfield Township, p. 42.

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House in 1929, which formerly served as Township Hall.²⁶ The building was donated by Judge James Somerville, who succeeded Aaron Bryan and Samuel McCrea as benefactor of the town and its institutions.

Architecturally, Port Murray reflects its roots in 19th-century rural New Jersey. Most of the buildings are of frame construction, two to two-and-a-half stories in height. Dwellings for the most part fall into the category of vernacular architecture. With a few exceptions, architectural elaboration is minimal, confined to bracketed cornices and porches with turned or chamfered posts. Even the Baptist Church was built in meeting house form as little more than a rectangular box, in this case with its gable end to the street. The added belfry and porch are in a simplified version of the Shingle Style.

A few more high-style examples punctuate the vernacular buildings. In general these reflect the Romantic Revivals of the second half of the 19th century. Styles include Italianate (#25 and #63), Franco-Italianate or Second Empire (#26) Carpenter Gothic (#60) and Queen Anne (#s 29 and 34)

A large number of surviving outbuildings contribute strongly to the historic ambiance of the village. Among these are the several accessory buildings associated with a house at the southwest end of the district (#1); a wagon house (#36); and large carriage houses at #34 and #60.

Although synthetic siding and the removal or enclosure of porches have taken some toll in Port Murray, the village still retains integrity as a cohesive district. Its density clearly sets it apart from the surrounding countryside. The interrelationships of buildings to one another and to the roads, canal, and railroad remain intact. Buildings retain their original massing and fenestration patterns; many, especially the key buildings, also retain considerable integrity of detail. The village remains cohesive because of relatively uniform setbacks and the harmony of groups of buildings set close to one another along the street. The prevalence of three and five-bay plans, gable roofs, front porches, typical late 19th century detailing, and clapboard

²⁶ Washington Star, October 17, 1929.

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siding also ties the village together visually and provides a sense of time and place. A late 19th or early 20th century visitor would have little difficulty in recognizing Port Murray today.

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Port Murray Historic District - Boundary Description

Boundaries for the Port Murray Historic District (shown on the accompanying sketch map, adapted from local tax maps) are defined as follows:

Beginning at the intersection of the east curb of Port Murray Road with the northwestern (or western) line of the right of way of the Erie Lackawanna Railroad, Morris & Essex Division; thence, southwesterly along that railroad line approximately 1,100 feet to a corner with Lot 2 on Block 1601 and Lot 4 on Block 702; thence, northwest along the southwest line of the said Lot 2; thence, northeasterly along the rear lines of Lots 2, 3 and 4.01 on Block 1601 to a corner with Lot 6 on that block; thence, northwesterly along the rear lines of lots 6, 7 and 8 on Block 1601 and an extension of the latter to the east line of Lot 2 on Block 1604; thence, southerly and then generally northeasterly along the lines of Lots 2 and 1 on Block 1604 to the south curb of Hoffman Road; thence, easterly along that curb of Hoffman Road to a point lying in a line extended directly from the west line of Lot 1 on Block 1602; thence, northerly along that extended line and the said line of Lot 1, and then easterly along the rear line of Lot 1 and an extension of it to the west line of Lot 3 on Block 1602; thence, northerly and then southeasterly along the lines of Lot 3 to the line of Lot 15; thence, in a generally northerly direction along the rear lines of Lot 15, Lots 17 through 20 and Lots 22 through 28 on Block 1602, to the northwesterly corner of the latter lot; thence along the northerly line of Lot 28 and extending the same line to the easterly side of Main Street at a point in the westerly line of Block 1603 Lot 24; thence southerly along the westerly line of Lot 24 and along the southerly, easterly, and northerly lines and down the westerly line of the same lot to a point in range with the southerly line of Block 703.01, Lot 40; thence across Main Street and along the line of Lot 40 to the southwest corner of that Lot; thence, north along the rear line of Lot 40 to the rear line of Lot 39.01 on Block

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703.01; thence, northwest along the rear line of Lot 39.01 and then north along the west line of that lot and an extension of it to the north curb of Karrville Road; thence, westerly along that curb to the west line of Lot 18 on Block 804.02; thence, north and then east along the west and north lines of Lot 18 to the northeast corner of that lot; thence, along a line of convenience drawn directly to the southwest corner of Lot 16 on Block 804.02; thence, northerly along the west (rear) line of Lot 16 and then east along the north line of that lot and an extension of it to the east curb of Rockport Road; thence, northerly along that curb of Rockport Road to its intersection with the north line of Lot 18.02 on Block 802; thence, east, south, west and then south again along the lines of Lot 18.02 to a corner with Lots 16 and 17 on Block 802; thence, east and south along the north and east lines of Lot 16 and along an extension of that east line to the south curb of Cherry Tree Bend Road; thence, northeast along that curb to the east line of Lot 21 on Block 801; thence, south, southwest and then northwest along the lines of Lot 21 to a corner with the line of Lot 23.01 on Block 1603; thence, generally southwesterly along the rear lines of Lots 23.01, 23.02, 18, 17, 16, 15, 14, and 13 to the northeast line of Lot 12 on Block 1603; thence, southeast along the line of Lot 12 and then southwest along the lines of Lots 12 and 10 to a corner formed by Lots 6, 7 and 10 on Block 1603; thence, south from that corner along the east line of Lot 6 to the northeast line of Lot 5.05; thence, southeast along the northeast line of Lot 5.05, and then southwest along the southeast (rear) lines of Lots 5.05, 5.04, 5.03 and 5.02 to a point approximately 50 feet southwest of the intersection of the southeast (rear) lines of the latter two lots, said point lying in line with a corner in the southeastern (or eastern) line of Lot 5 in the Erie Lackawanna right of way; thence, proceeding along a line of convenience drawn to the said corner of Lot 5; thence, proceeding southeasterly and then southwesterly along the line of Lot 5 in the railroad right of way to the south corner of that lot; thence, turning at a right angle to the southeast line of Lot 5 and proceeding southeasterly in a direct line 150 feet to a point within Lot 5 on Block

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1402; thence, turning again at a right angle and proceeding southwesterly in a direct line to the northeast (rear) line of Lot 10.02 on Block 1402; thence, northerly and then southwesterly along the east and northwest lines of Lot 10.02 to the east curb of Port Murray Road; thence, generally northerly along that curb to the point of beginning at the northwestern edge of the Erie Lackawanna right of way.

Revised March 1995

UTM REFERENCES:

5	-	18	/	507220	/	4515040
6	-	18	/	507280	/	4514700
7	-	18	/	506800	/	4514460
8	-	18	/	506740	/	4514900
9	-	18	/	507080	/	4515360

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Port Murray Historic District - Boundary Justification

The period of significance for the Port Murray Historic District extends from 1828 through c. 1915. Boundaries for the district have, therefore, been drawn to encompass the resources surviving from that period. For the most part, the district boundaries are defined by property lines and/or street curbs. The major exceptions to that pattern are as follows:

1. At the southern end of the district on Lot 5, Block 1402, lines of convenience have been used to enclose the site of the former Port Murray creamery; the remainder of that lot is comprised of undeveloped land and for that reason has been excluded from the district.
2. A line of convenience has been used to carry the district boundary from the rear line of Lot 5.02 on Block 1603 to the southeastern (or eastern) edge of Lot 5 in the Erie Lackawanna Railroad right of way. The area to the south of this line, included within the district, contains a stone railroad bridge/culvert, remnants of a stone-walled coal tipple, and the former site of the railroad freight house. There appear to be no significant resources along the railroad right of way to the north of this line.
3. Lines of convenience have been used at three locations to exclude from the boundaries major portions of large lots that do not contribute to the significance of the district: at Lot 4 on Block 702, between Lot 8 on Block 1601 and Lot 2 on Block 1404; at Lot 2 on Block 1602, between Lots 1 and 3 on that block; and at Lot 17 on Block 804.01, between Lots 16 and 18 on that block.

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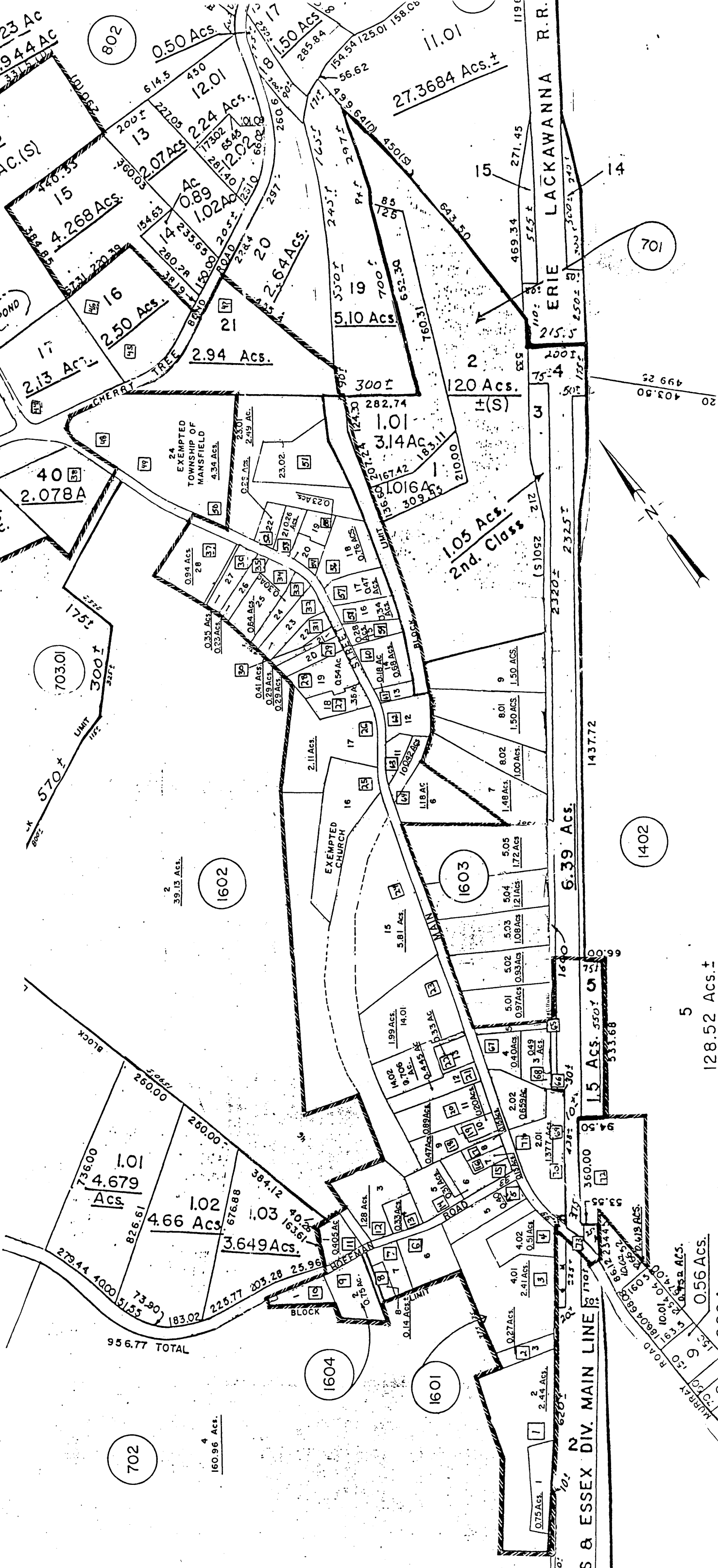
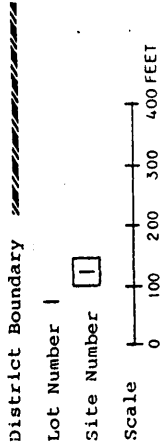
NJ Warren County, Port Murray HD

4. Where the district boundaries cross Hoffman, Karrville, Rockport, and Cherry Tree Bend Roads, they follow lines of convenience in the form of extensions of adjacent lot lines.

The former route of the Morris Canal follows a curving course from northeast to southwest through the village of Port Murray. Because the entire length of the canal has already been listed in the National Register of Historic Places, the position of other resources has been given precedence in the definition of boundaries for the Port Murray Historic District; therefore, the district incorporates the canal route at some locations and abuts it at others.

Revised March 1995

New Jersey & National Registers of Historic Places
Port Murray Historic District District Map
NJ Warren County 1995
Township of Mansfield



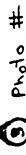
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District Boundary

Lot Number 1

Site Number

Scale 0 100 200 300 400 FEET

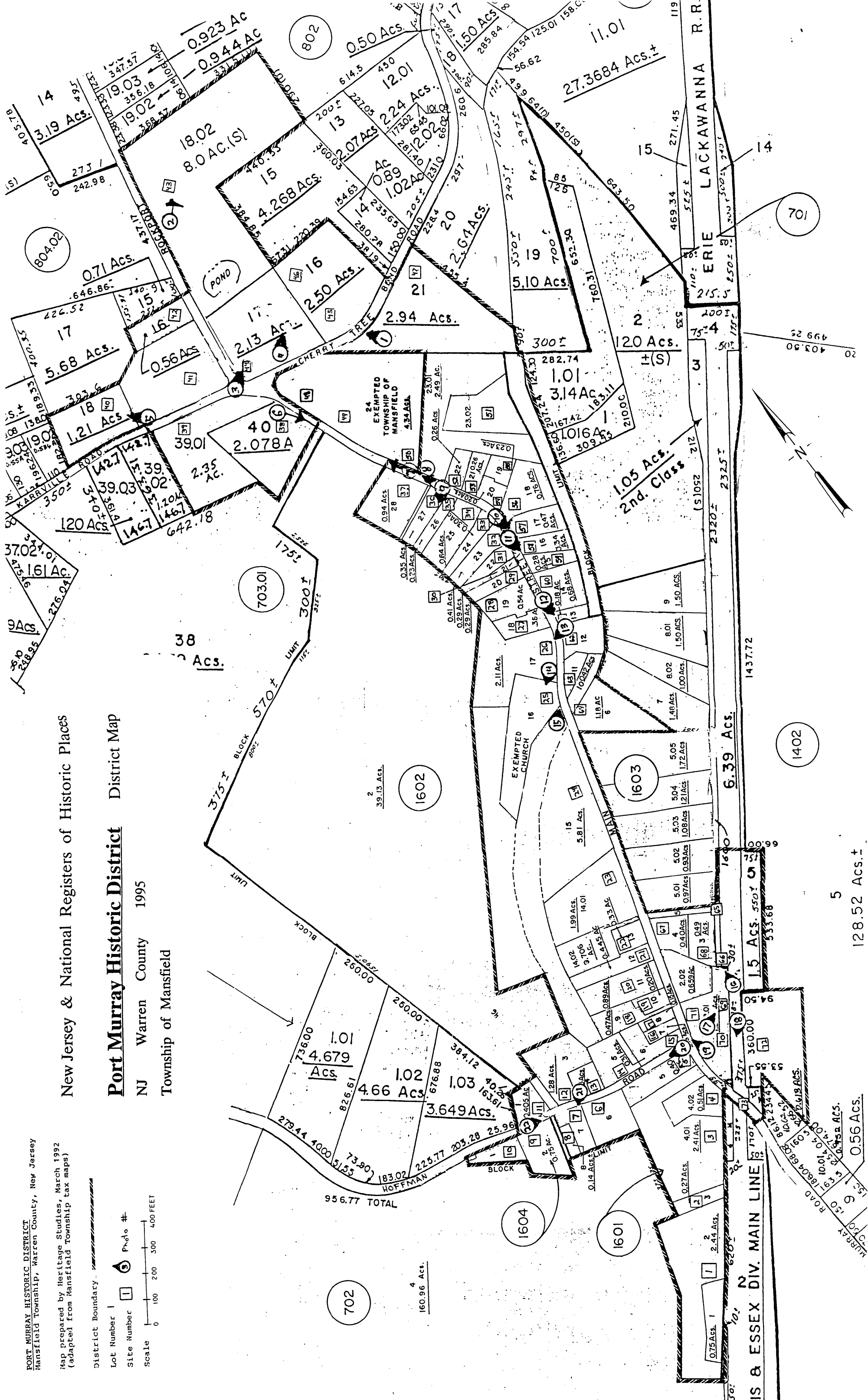


New Jersey & National Registers of Historic Places

Port Murray Historic District District Map

NJ Warren County 1995

Township of Mansfield



SCHOOLEY'S MOUNTAIN HISTORIC DISTRICT

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91000677 Date Listed: 6/14/91

Schooley's Mtn. Hist. District Morris New Jersey
Property Name: County: State:

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patricia Andrews
Signature of the Keeper

6/24/91
Date of Action

=====
Amended Items in Nomination:

We have clarified with Sue Pringle of the NJ SHPO that National Register Criteria Consideration A (Religious Property), which is checked on the form, does not apply to this district. The form is now officially amended to exclude Criteria Consideration A.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

MAY 9 1 1991

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Schooley's Mountain Historic District
other names/site number

2. Location

and Flocktown Rd.
street & number Roughly along Schooley's Mt. Rd., Pleasant Grove Rd., ☒ Not for publication
city, town Washington Township ☐ vicinity
state New Jersey code 034 county Morris code 027 zip code 07853

3. Classification

Ownership of Property

☒ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing	Noncontributing
71	30 buildings
5	sites
	structures
	objects
76	30 Total

Name of related multiple property listing:

N/A

Number of contributing resources previously
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

(James Hall)

4/17/91 (04/17/91)

Signature of certifying official

Date

Acting Assistant Commissioner for Natural & Historic Resources/DSHPO

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National
Register. ☐ See continuation sheet.
☐ determined not eligible for the
National Register.

- ☐ removed from the National Register.
☐ other, (explain:)

Patrick Andrews

6/14/91

for Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic/single dwelling

Domestic/secondary structure

Current Functions (enter categories from instructions)

Domestic/single dwelling

Domestic/secondary structure

7. Description

Architectural Classification

(enter categories from instructions)

Italianate

Greek Revival

Queen Anne

Materials (enter categories from instructions)

foundation stone

walls wood/clapboard

shingle

roof asphalt shingle

other

Describe present and historic physical appearance.

The Schooley's Mountain Historic District is a primarily residential district, located along Schooley's Mountain Road (Route 24) in Washington Township, Morris County, and focused on the summit of the mountain, incorporating small sections of Pleasant Grove Road, Flocktown Road and all of Heath Lane. The largest number of the buildings in the district are found along Schooley's Mountain Road. The district includes 101 buildings, of which 71 are contributing and 30 are non-contributing. Of the non-contributing buildings, only 7 are primary structures; the remainder are outbuildings such as garages and sheds. Except for one non-contributing building, all of the buildings are frame, including the two non-residential structures in the district, the Schooley's Mountain Presbyterian Church and the Schooley's Mountain General Store. The district also contains five known archaeological sites including Heath House, Marsh Mine, Forest Grove House, Schooley's Mountain Academy and the Schooley's Mountain School (Public School #5).

The oldest structure in the district is the Holloway Hunt house (#20), a section of which dates from 1826. Most of the buildings included date from the mid-to-late nineteenth century, and many of them are related to the activities of the various resorts which made Schooley's Mountain famous in the nineteenth century. The newest buildings are several summer bungalows built on Pleasant Grove Road in the 1920s (#11, #12), the last vestiges of Schooley's Mountain as a summer resort. While most of the houses are vernacular in design, several reflect stylistic trends popular at the time such as the Italianate features present at 2 Pleasant Grove Road (#9), the Liebenzell farm (#15), and the William Marsh residence, 13 Heath Lane (#6), the French Second Empire "Oak Cottage" (#24) and the Greek Revival influenced Schooley's Mountain General Store (#19). Except for two recent structures along Heath Lane and one on Pleasant Grove Road, the Schooley's Mountain

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☒ A ☒ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☒ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Architecture

Entertainment/recreation

Health/medicine

Period of Significance

1810-1929

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

Marsh, Ephraim

Heath, Joseph

Architect/Builder

Multiple

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Schooley's Mountain Historic District in Washington Township, Morris County, New Jersey, is being nominated under National Register Criteria A, B and C. Under Criterion A, the district is significant as one of the state's earliest and most successful mineral springs resort communities. Under Criterion B, the district is significant for its association with its main developers, Ephraim Marsh and Joseph Heath. It is eligible under Criterion C because it contains a collection of architecture representative of the period of significance, 1810-1929. In the Areas of Significance, the District meets the National Register criteria for architecture, entertainment/recreation, and health/medicine.

The five archaeological sites documented within the historic district were identified from informant interviews. The archaeological survey was not comprehensive; there is the potential for more sites to be identified, particularly prehistoric sites due to the location of water resources, including the mineral springs, and high ground within the district. Deeds tracing various chains of title throughout the district make references to structures which are no longer standing such as an ice house associated with the Storekeeper's house (#19), an apple distillery on the property of Marsh's Oak Cottage (#24) dating from 1827 (Morris County Deed U 2243), and a ten pin alley and laundry on the Heath House grounds (Morris County Deed Z 7392). An empty pond on the property of the Holloway Hunt house (#20) is believed to be the "Dorincourt pond" mentioned in Deed L 18356, a recreational pond used by the guests of Belmont Hall (later known as the Dorincourt Hotel). A deed to William Marsh's homestead property (#6) mentions a "gas house" (Morris County Deed O 4187). Some of the smaller residential properties include references to neighboring stables, sheds and/or

☒ See continuation sheet

9. Major Bibliographical References

See continuation sheet 9.1.

Previous documentation on file (NPS): N/A

- ☐ preliminary determination of individual listing (36 CFR 67)
has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings
Survey # _____
- ☐ recorded by Historic American Engineering
Record # _____

☒ See continuation sheet

Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Specify repository:

Washington Township Historic Preservation
Commission

10. Geographical Data

Acres of property ±237.22 Hackettstown, NJ Quad

UTM References

A

Zone	Easting	Northing
------	---------	----------

C

Zone	Easting	Northing
------	---------	----------

B

Zone	Easting	Northing
------	---------	----------

D

Zone	Easting	Northing
------	---------	----------

☒ See continuation sheet

Verbal Boundary Description

See continuation sheet 10.1.

☒ See continuation sheet

Boundary Justification

See continuation sheet 10.1.

☒ See continuation sheet

11. Form Prepared By

name/title Ulana D. Zakalak, Historic Preservation Consultant

organization Zakalak Associates date August 15, 1990

street & number 57 Cayuga Avenue telephone (201) 571-3176

city or town Oceanport state New Jersey zip code 07757

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SUPPLEMENT

Section #7 Description:

Schooley's Mountain Historic District is a rural residential community of primarily mid-19th to early 20th century properties encompassing an area of approximately 240 acres. Located one mile southeast of the Musconetcong River valley in western Morris County, the district is situated at the summit of Schooley's Mountain on gently sloping to steep terrain at elevations ranging from 800 to 1100 feet above mean sea level.

The district contains a randomly spaced collection of mostly residential buildings and known historical archeological sites associated with hotel, educational and medical facilities, dispersed within a setting of open woods and lawn/pastured grounds. The buildings are primarily frame constructed and were generally utilized as boarding houses, small guest houses, large summer residences, year-round residential houses, and "Gentleman" farmsteads during this historic period. A community church and general store also survive.

The historic settlement of the community developed primarily along Schooley's Mountain Road, a narrow tree-lined roadway that bisects the district. Later expansion occurred along adjacent side streets. Subdivided into an assortment of relatively large and irregular shaped lots, the district visually conveys a slightly dispersed appearance. The location of individual buildings within the district is clearly influenced by the physiographic constraints of the locality as well as by the historical developments of the community as one of New Jersey's premiere 19th century mineral springs resorts.

Boundary Justification:

The boundaries of the Schooley's Mountain Historic District encompass historic properties associated with the period of significance defined in the nomination. These historic properties include structures, buildings, archeological sites and associated grounds often within irregular shaped lots. Areas within the community containing high concentrations of non-contributing resources and not related to the period of significance were deleted from the boundaries.

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Historic District, with its mid-to-late nineteenth century houses and outbuildings surrounded by generous properties, the General Store with its post office window and pot-bellied stove, the eclectic wood frame church, and narrow roads, conveys the feeling of a small nineteenth century village.

The boundaries of the eligible Schooley's Mountain Historic District were drawn to reflect the history of the area as well as extant architectural remains of its period of significance, c. 1810 to 1929. Although the resort era of Schooley's Mountain ended slightly earlier, c. 1910, visitors continued to come to the area for vacations until the Depression.

Schooley's Mountain Historic District Inventory

A Contributing building (C) is one which adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. A Non-contributing building (N/C) does not add to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because, a) it was not present during the period of significance, b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

The following is the inventory of all structures and known sites located within the Schooley's Mountain Historic District. All addresses are listed alphabetically according to street name and consecutively according to the street number.

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Township, Morris County, NJSection number 7 Page 3Flocktown Road

1. 8 Flocktown Road

Block 20 Lot 34

Contributing

8 Flocktown Road is a 2 1/2 story, 5 bay, "T"-shaped plan, intersecting gable, clapboard clad, wood frame residential building. Built c. 1890, the Queen Anne house features an intersecting gable roofline, a single door entry, 1/1 windows, a 3 bay, spindle post-supported porch with wooden rail and scrollwork and a 2 story, half-hexagonal bay on the west elevation. Textural interest is provided by semi-hexagonal and sawtooth shingles in the gable apices. Between 1898 and 1920, this building was commonly known as Cook's boarding house.

Outbuildings: 1 single bay, wood frame, gable roofed shed (C).

1 1/2 story, wood frame, vertical board clad barn with sliding double doors in the west elevation, a stone foundation and decorative stickwork in the gable apex (C).

1 1/2 story wood frame, vernacular barn, possibly used as a blacksmith shop in the late nineteenth century (C).

2. Flocktown Road: Site of Schoolhouse No. 5

Block 20 Lot 31

Contributing

The Schoolhouse No. 5 site consists of a rectangular stone foundation measuring approximately 20' by 30'. The interior of the structure is littered with debris from the frame superstructure. The foundation is about 1' above ground level and the cellar hole inside the foundation appears to be 2 to 3 feet deep. At the south end of the foundation there is a mounded area which may be the remains of a former porch. At the north end are two stone privy foundations approximately 7' to 8' square. The main core of the building is approximately 10' wide east-west and the remaining 10' appears to be an addition. The area east of the structure is relatively flat. The site is bounded to the west by a sideroad from Flocktown Road.

The site appears relatively undisturbed and has the potential to provide data on cultural behavior associated with rural schools. The area east of the site may contain resources relating to play and other cultural activities. The interior of the foundation may contain artifacts lost through the floorboards when the school was in use, and may also contain material extant when the school was abandoned. The two privies may contain data relevant to cultural

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activities and may also show gender-related differences in any assemblage found.

Photographic documentation of the school shows a 1 story, gable front, cupola-surmounted, wood frame building, one bay wide and three bays long. A small front vestibule served as the cloak and lunchpail room for the schoolchildren. Two wood frame privies were located at the north end of the site.

Heath Lane

3. 6 Heath Lane Block 21 Lot 2.01
Non-contributing
6 Heath Lane is a single story, 4 bay, side-gabled ranch, constructed c. 1970.

4. 8 Heath Lane Block 21 Lot 2.02
Non-contributing
8 Heath Lane is a single story, 4 bay, side-gabled ranch, constructed c. 1970.

5. Heath Lane Block 30 Lot 31
Contributing
The Schooley's Mountain Presbyterian Church, is a 1 1/2 story, 3 bay, rectangular plan, wood frame, front-facing gable, eclectic ecclesiastical building. Built in 1870, the church features round arched double entry doors in a hooded door surround surmounted by a chamfered post supported front gabled portico with jigsawed trim. The central section of the church is a recessed arch containing a leaded glass quatrefoil-motif rosette window flanked by tall, round-arched leaded windows with arched hoods. A two story, 50' high tower to the west of the nave has round-arched hooded leaded glass windows and a mansard roof. The three story, 100' high bell tower to the east of the nave has round-arched leaded and arched wooden louver bell tower vents and an octagonal spire. The side elevations are fenestrated by round-arched leaded glass windows and the rear is ornamented with a vent oculus in the gable apex and an extended nave with a trefoil-motif leaded glass oculus in the apex. Additional details include corner and sill boards, and bluestone lintels in the basement windows. The building is 65 feet in length by 35 width in width, with a recess for the pulpit and a gallery for the organ and choir. The interior is richly frescoed and the woodwork is grained

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throughout in walnut (The Jerseyman, August 20, 1870: 2). The church is sited on a narrow lane with mature trees surrounded by empty fields.

Prior to the construction of this church in 1870, a small stone church, built on the same spot in 1825, served the needs of the hotel clients, but without the services of a permanent minister. The church was originally named the "Schooley's Mountain Union Evangelical Church" and was designed to serve all of the evangelical bodies of Christians in the area (The Jerseyman, August 20, 1870: 2). In 1874, the Rev. Samuel Sawyer of the Pleasant Grove Presbyterian Church consolidated the fortunes of this congregation by leading a successful revival that swelled the membership rolls (Morris County Survey - Inventory #1438-121).

6. 13 Heath Lane
Contributing

Block 30 Lot 30

13 Heath Lane, historically known as the William W. Marsh residence, is now the home of the Liebenzell Mission, a complex of 5 buildings. The main house is a 2 1/2 story, 5 bay, cross-gable, wood frame, Italianate influenced residential building, built c. 1865. Although altered with aluminum siding and various additions, the house still retains its nineteenth century feeling with its full length paired column supported porch with pedimented entry and full entablature, scroll-bracket supported overhanging eaves and first floor shouldered window architraves. There are three cinder block and stucco additions to the house, one on the east side and two on the west. The rear 6 bay extension of the house is of 19th century origin. The house is used for the headquarters, dining facilities and meeting rooms of the Liebenzell Mission and has been named "Eben-Ezer." It was probably built as an additional boardinghouse by William W. Marsh to house overflow guests from the Heath House hotel and might be the "Heath Cottage" mentioned in old deeds.

Outbuildings: Of the four outbuildings, 3 are residential and one is a garage; none are contributing:

Single story, 9 bay, rectangular plan, side-gable, concrete block garage (N/C).

"Elim" - a 2 1/2 story, 6 bay, irregular plan, wood frame residential building, c. 1851. Map research indicates that this severely altered Greek Revival influenced building might be the residence of William W. Marsh (N/C).

"Nazareth" - a 2 1/2 story, 6 bay, irregular plan, intersecting gable, severely altered, wood frame residential building, c. 1880 (N/C).

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"Bethel" - is a 1 story, 6 bay, rectangular plan, wood frame ranch, constructed c. 1960 (N/C).

7. 19 Heath Lane

Block 30 Lot 29

Contributing

19 Heath Lane is an eclectic, clapboard clad, wood frame residential building, constructed from joining together the carriage house and stable of the former Heath House hotel. The carriage house, or northern portion of the house, is a 1 1/2 story, 5 bay, rectangular plan, side-gable with a stone foundation, wood shingle roof and two brick chimneys with terra cotta pots. The central bay single door entrance features a semi-circular fanlight and sidelights, framed by a column supported classicizing portico and flanked by 6/6 windows. The rear entrance has a column supported shed roofed portico and a shed roof dormer with a pri-partite windows grouping flanked by 2 eyebrow windows. The stable, or southern portion of the house, is a 2 story, 4 bay, rectangular plan, side gable building with a stone foundation, horizontal board siding with corner boards, French door entrances with multi-pane transoms and 6/6 windows. The two sections are connected by a gabled breezeway.

The carriage house and stable were converted into a summer residence by Harry Stetler around 1938. When the Dorincourt Hotel (formerly Belmont Hall) was razed, Stetler bought from the wreckers "the large, beautifully designed main entrance door with fan window in the arch and glass side panels; the main second-to-third floor stairway section with handrail and spindles; window sash, frames and window trim; paneled doors, and a mantelpiece" and inserted them into the house (Weiss and Kemble 1962: 61). These two buildings are two of the three remaining buildings of the 19th century Heath House hotel. The driveway leading to the current house might have served as the service entrance to Heath House.

Outbuildings: Circular stone well house with wood shingled conical roof and wooden door (C).

Detached, 4 bay, rectangular plan, wood frame, vernacular barn on a stone foundation, clad with horizontal board siding (C).

8. Archaeological site: Heath House

Block 30 Lot 29

Contributing

The site consists of an overgrown area of rubble with two apparent foundations. The approximate area of the site is 75' north-south by 100' east-west. The western foundation is a concrete floor with associated masonry and appears as a small flat topped mound

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measuring approximately 25' east-west by 25' north-south. The eastern foundation is represented by a stone cellar hole foundation measuring approximately 20' east-west by 50' north-south. The area in and around the two foundations is littered with brick and rubble and is overgrown with vegetation. To the south the site is bounded by Heath Lane and on the other three sides by landscaped lawns of surviving Heath House buildings.

The surviving extensive foundation remains might provide data on the layout and function of various portions of the hotel. Artifacts from the site could also provide data on the functional use of the hotel complex, and upon the cultural behavior of the hotel guests. It is possible that archaeological remains extend beyond the boundaries identified into lawn areas. No surface evidence of this was observed although late nineteenth century artifacts have been collected from a garden north of the former Heath House stable and carriage house (C).

Pleasant Grove Road

9. 2 Pleasant Grove Road

Block 21 Lot 3

Contributing

2 Pleasant Grove Road is a 2 1/2 story, 4 irregular bays, irregular plan, wood frame, Italianate influenced building. The c. 1880 building is articulated by an intersecting gable roof, projecting center bay with a round arched window in the gable apex, and scroll bracket supported pedimented porch. The clapboard clad walls are framed by sill and corner boards and the extended eaves are ornamented with decorative pierced bargeboards. Other features include a brick foundation, slate roof, hooded window mouldings and paired 1/1 windows.

Outbuildings: A 2 story wood frame barn with a stone foundation, board and batten cladding and 6/6 windows (C).

A stylistically similar, detached wood frame garage with stickwork detailing its gable (C).

Single bay, wood frame, clapboard clad privy with a cupola surmounted hipped roof (C).

10. 4 Pleasant Grove Road

Block 21 Lot 4

Contributing

4 Pleasant Grove Road, known as the "Terriberry House," is a 2 1/2 story, 4 bay, irregular plan, wood frame residential building.

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Built at the turn of the century, the Shingle influenced building is dominated by a cross gable hip roof with an overhanging bracket supported gable above the second floor. The building is detailed with a stone foundation for the column supported wrap around porch, a clapboard clad first floor and shingled upper stories, 6/1 windows, a diamond-paned window in the gable apex and an eyebrow with an applied wooden starbust motif.

Outbuildings: 1 detached, wood frame, vernacular garage in deteriorated condition (N/C).

11. 8 Pleasant Grove Road Block 21 Lot 5
Contributing

8 Pleasant Grove Road is a 1 story, 3 bay, rectangular plan, wood frame, hipped roof bungalow. Built c. 1925, the clapboard clad building is ornamented with a central entrance beneath a post supported shed roofed porch, 1/1 windows with simple wooden surrounds and corner and sill boards. The shed roof dormers on the north and south elevations are later additions.

Outbuildings: Severely deteriorated, detached, wood frame garage (N/C).

12. 10 Pleasant Grove Road Block 21 Lot 6
Contributing

10 Pleasant Grove Road is a 1 story, 3 bay, rectangular plan, wood frame, hipped roof bungalow with original hipped roof dormers. The c. 1925 house features a screened porch spanning the front of the house, 1/1 windows with shutters, and a gable roofed enclosed porch at the rear of the house.

Outbuildings: Detached, moulded concrete block, hipped roof garage (C).

13. 12 Pleasant Grove Road Block 30 Lot 32
Non-contributing

12 Pleasant Grove Road is a 1 story, 5 bay, rectangular plan, side-gable, 1960-era ranch building.

14. 18 Pleasant Grove Road Block 30 Lot 33
Contributing

18 Pleasant Grove Road is a c. 1840 gentlemen's farm, consisting of a farmhouse and nine outbuildings. The main house is a 2 1/2 story, 3 bay, irregular plan, side-gable, clapboard-clad wood frame building. Built c. 1840 and remodeled c. 1910, the building is

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articulated by a colossal Ionic order supporting a full front porch with overhanging bracket-supported eaves and a dentillated cornice. The flat roof of the porch is decorated with a wooden post parapet. The single door central bay entrance has side and top lights and is situated within a Doric column supported pedimented surround enhanced by dentillated moulding. The east bay entry is similar but narrower and without sidelights. The one story single room addition on the east side of the house has a flat roof, scrolled bracket-supported overhanging eaves and a parapet similar to that of the porch, but of smaller scale. Additional ornamentation includes: 2 brick end chimneys, 4/4 windows with simple surrounds, gable apex window with pedimented surround on the west facade and round arched surround on the east facade. The east wall of the house is also articulated by a two story, semi-octagonal bay with segmentally arched 1/1 windows and paired scrolled brackets. The rear of the building, which houses the kitchen, has 6/6 windows on the ground floor, 6 pane attic sash on the second floor and a square column-supported rear porch.

William J. Davis, who purchased the farm in 1902, remodeled the Italianate farmhouse into a Neo-Classically influenced residence by adding the colossal order porch and the pedimented door surrounds. Deed research suggests that between 1830 and 1844, this farm was once owned by the Drake family, who ran the Morristown-Easton stage, and this was probably where the horses were changed and travelers boarded. Between 1865 and 1897, the farm was run as a boarding house by Mrs. L.H. Hunt (Morris County Deed E 15 442 and misc. document "List of Hotels and Farms" c. 1890). Some common names of the farm include "The Idle Hour" and "The Maples." The 1853 Lightfoot and Geils map shows the house as "J. Cole's Hotel." Jacob Cole owned the building from 1852 to 1862 (Morris County Deed Y 4 322 and A 644).

Outbuildings: The barn is a 2 1/2 story, 6 irregular bay, irregular plan, wood frame, utilitarian building. The hand hewn and pegged post and beam frame is clad with horizontal board siding and features 6/6 windows and round arched windows in the front facing and side gable apices. The interior walls, ceiling and beams have been covered with railroad siding. The barn is divided into several areas including a ferrier's shop, a tack room, two box stalls and five straight stalls. The north-south oriented section along the farm lane to the west of the property is the oldest outbuilding on the farm (C).

The "library" is a small, single story, 3 bay, rectangular

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plan, wood frame building connecting the barn to the coal bin. The building features a central entrance within a shed roofed portico, 2/2 windows and horizontal board siding (C).

The coal bin is a single story, wood frame utilitarian building with loading doors beneath the roof eaves and sliding bin doors at the bottom for the removal of coal. The coal bin is connected to the "library" on its west side (C).

The ice house is a single bay, front facing gable, 1/2 story, wood frame building above ground, and one underground story lined in stone. The building is clad in horizontal board siding with a wooden access door, and is located directly to the north of the kitchen wing (C).

The tenant, or gardener's house, is a 2 story, 4 bay, rectangular plan, wood frame side gable roofed residential building with a shed roof addition. The building is articulated by a square column-supported hipped roof front porch, clapboard cladding with corner boards, simple surrounds on the 9/6 windows with wooden shutters on the first floor and 6/3 windows on the second floor. Other features include a stone foundation, extended eaves with exposed rafters and two end chimneys. The 2 bay shed roofed addition on the east side of the house features horizontal board siding, 6/6 windows, a shed roofed portico over the entryway, and a partial basement/root cellar (C).

The privy is a single bay, rectangular plan, front-facing gable, wood frame building with horizontal board sheathing trimmed with corner boards and 4 pane windows. The interior contains two adult seats and child's seat (C).

The chicken coop is a 4 irregular bay, rectangular plan, gable roofed, wood frame utilitarian building. Features include a stone foundation, hand hewn and pegged posts and beams, horizontal board siding and corner boards, and 6/6 windows. The rear of the building opens into the corn crib (C).

The corn crib, attached on the south to the chicken coop/dovecote, is a typical single bay, wood frame, gable roofed building with slatted walls (C).

The pump house is a single bay, rectangular plan, side-gable, wood frame building housing a water pump for the outbuildings. The building is located immediately south of the barn (C).

15. 26 Pleasant Grove Road
Contributing

Block 30 Lot 34

26 Pleasant Grove Road, now known as the Liebenzell Farm, is a

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working farm with a c. 1850 farmhouse and three agricultural outbuildings. Historically known as the D. E. Miller farm, the farmhouse is a 2 1/2 story, 5 bay, irregular plan, wood frame residential building. The Italianate influenced building is articulated by 2/2 windows set in simple wooden surrounds, a post-supported pedimented portico, and paired entrance doors with a transom. The side-gable roof is ornamented with paired round arched windows in the gable ends. The side facades feature a 2 story square bay window with paired fenestration on the first story above which is a scroll-bracket supported lintel. The roof has overhanging eaves and wide fascia boards; the supporting brackets have been removed. Above the entrance on the portico is the word "Emmaus." The rear addition, which most likely houses the kitchen has 6/6 windows. This building was used as a boarding house in the early twentieth century (C).

Outbuildings: A single story, 10 bay, rectangular plan, cinder block garage/chicken coop with a stuccoed facade (N/C).

A single story, 4 bay, rectangular plan, cinder block supported garage with vertical board siding and a side-gable roof, no garage door (N/C).

Stuccoed cinder block, gambrel-roofed barn with attached 6 bay concrete block garage on the east and attached single bay addition at west and rear (N/C).

Schooley's Mountain Road16. 232 Schooley's Mountain Road
Contributing

Block 22 Lot 20

232 Schooley's Mountain Road is a 4 bay, 2 1/2 story, clapboard and shingle clad, intersecting gable, wood frame residential building. Built c. 1885, the Queen Anne influenced house features a stone foundation, a brick-pier supported wrap-around porch with turned wooden posts and a pedimented entry with fishscale shingles. The first floor is fenestrated by 2/2 windows, a small Queen Anne leaded glass window and a double door entry with paneled doors and lights in the top third. The south elevation features a two story, half hexagonal bay with sawtooth shingle banding below the first and second story windows. The second floor front elevation is fenestrated with two paired 1/1 window groupings with flat pedimented window surrounds decorated with applied wood nailhead ornamentation.

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The side and rear elevation windows are 2/2 with simple flat pedimented surrounds. The attic story features sawtooth shingle surmounted by clapboards. The west and south elevations have 2/2 windows with pedimented surrounds and applied starburst motifs in the apices. The north elevation has paired 1/1 grouping with twin pediments, starbursts in the apices and diamond wood block applied ornamentation. The asphalt shingle intersecting gable roof has overhanging eaves, exposed rafters and applied square wood block ornamentation on the bargeboards. The north elevation also features a one story hip roof addition. Cornerboards and sill boards frame the clapboard siding on the building. The block and concrete porch platform at the rear of the house is a later addition.

Outbuildings: A wood frame, single story garage with a concrete foundation (N/C).

A single bay, wood frame, side-gable, three seat privy (C).

A "log-cabin" style guest house, built c. 1930 (C).

17. Archaeological Site: Forest Grove House Block 22 Lot 20
Contributing

In July of 1851, the Forest Grove Hydropathic Institute at Schooley's Mountain opened for the care of invalids seeking the water-cure. Founded by two physicians, Dr. William J. Taylor and Dr. William I. Moore, the venture was short-lived and was sold by Sheriff's sale to David C. Noe of Elizabeth in December 1853, who utilized as a summer hotel under the name, the "Forest Grove House." Four years later, Noe sold it to Patrick Mathews of Newark, who continued to run it as a hotel until it was closed by local authorities. In September 1867, the property was sold to the Rev. Luke I. Stoutenburgh (Morris County Deed E 7 152), who renovated it and established the Schooley's Mountain Seminary, a private school affiliated with the Presbyterian Church. The Seminary burned down in April 1881 (The Jerseyman, April 22, 1881: 3), and was rebuilt as a smaller summer boardinghouse (Weiss and Kemble 1962: 68). This too burned down and was replaced by a private residence, c. 1885, which is now owned by Grace Miller, whose father purchased it in 1918.

Evidence of two structural features can be seen in the grounds of the Miller residence. Approximately 500' east of the house there is the foundation of a long rectangular building measuring approximately 170' east-west by 30' north-south (this foundation was said by Mrs. Grace Miller to be that of a chicken coop built by her father). The walls of the structure are masonry and it has a

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concrete floor. Along the south side of the building there are the remains of vertical soil pipes at approximately 30' intervals. Next to the pipes are concrete piers which may have supported a porch. Approximately 100' south of the house is a severe depression measuring 30' on a side which may represent a further foundation. There are numerous other ill-defined masonry scatters throughout the grounds.

Remains of the former hotel and seminary survive on the site and have the potential to provide data on the architecture and evolution of the various buildings on the site. An archaeological survey of the site would also enable the veracity of nineteenth century depictions of the site to be assessed. Artifacts from the site could provide information on cultural activities taking place within the context of a nineteenth century spa, hotel and seminary.

18. 250 Schooley's Mountain Road Block 22 Lot 22
Contributing

250 Schooley's Mountain Road is a 3 bay, 1 1/2 story, gable-roofed wood frame commercial building, commonly and historically known as the Schooley's Mountain General Store and Post Office. Constructed c. 1840, the store is articulated by a clapboard-clad gable front with a central door flanked by store windows, cornerboard pilasters, and an Italianate post supported porch. The side walls are clad with shiplap boards.

The store appears on the 1853 atlas as the property of R. Hockenberry. The property of the General Store was first sold to Daniel Wagner in 1838 (Morris County Deed S 3 40).

19. 252 Schooley's Mountain Road Block 22 Lot 23
Contributing

252 Schooleys' Mountain Road is a 4 bay, two story, side-gabled, clapboard clad, wood frame residential building. Constructed c. 1840, the Greek Revival influenced building features shuttered 9/6 windows, a pedimented door surround flanked by four pane sidelights, overhanging eaves and a brick chimney. Later additions include a shingle-clad shed dormer with paired 6/6 window groupings and exposed rafters, and a one story rear lean-to addition housing the dining room and kitchen and a partial rear porch. The interior is divided into four rooms on the first floor and three rooms on the second floor; interior finishes include random width wood plank floors. A narrow interior staircase abuts the north wall of the house.

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The earliest appearance of this building on a map is in the atlas of 1853. The house and the adjoining general store were for most of their history sold together as one piece of property, giving rise to the supposition that the house may have served as the residence for the storekeeper or the postmaster. In 1858, the house and store were advertised for sale and the dwelling house was described as including an "Ice Cream and Confectionary Saloon" and an ice house with 100 tons of ice for the manufacturing of the ice cream (Hackettstown Gazette April 15, 1858).

Outbuildings: Detached, 2 bay, wood frame garage (N/C).

Single bay, board and batten clad, gable-roofed, wood frame shed (C).

20. 254 Schooley's Mountain Road

Block 22 Lot 24

Contributing

254 Schooley's Mountain Road is historically known as the Rev. Holloway Hunt house and the Schooley's Mountain Academy. The multi-acred site includes the main house, two subsidiary residences, a carriage house with an attached cottage, a log cabin guest house, chicken coop, shop, privy, boat house/gazebo, and the "doll" house.

The Rev. Holloway Hunt house is a 2 1/2 story, 9 bay, irregular plan, clapboard clad, multiple component wood frame residential building. The front facade, which is divided into three sections is unified by a square column supported porch and a fieldstone foundation. The northernmost 2 bay section is the original part of the house, and the one which housed the two small classrooms of the Schooley's Mountain Academy run by Rev. Hunt. This section dates from 1826. The main (center) section of the house is 3 bays wide with two gabled dormers piercing the gambrel roof. The southernmost section is a hipped roof, 4 bay addition. At the rear of this section is a 2 story, 2 bay wide, side-gabled roof house with a stone first floor in the southeast corner. The fenestration throughout the house consists of 2/2, 6/6 and 8/8 sash with louvered shutters.

The northernmost section of the house contains two small rooms on the ground floor which were used as the classrooms for the Schooley's Mountain Academy, founded in the spring of 1826 by the Reverend Holloway Whitefield Hunt, Jr. (The Palladium of Liberty April 13, 1826: 2) The course offerings were designed to prepare the students for college or business and included: "mathematics, statics, physics, mechanics, logic, Latin and Greek languages, English grammar and language, Belleslettres, moral philosophy,

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history, astronomy, composition and rhetoric" (The Palladium of Liberty October 5, 1826: 3). It is not clear as to how long the school was operational. Rev. Hunt became the minister of the Pleasant Grove church in 1832 and remained there until 1860 (Weiss and Kemble 1962: 69).

Outbuildings: One of two ancillary residential buildings on the site, listed as 260 Schooley's Mountain Road, the c. 1930 house is a 3 bay, 2 story, rectangular plan, wood frame, Colonial Revival building. The clapboard clad and corner board trimmed house features a paired column and scroll bracket supported broken pedimented portico with sidelights, 6/6 windows, and a full shed dormer on the front facade. The east side of the house has an enclosed shed roofed porch, the west side has a colossal order supported open porch (C).

The other residential building is a 2 1/2 story, 5 bay, rectangular plan, Colonial Revival house with a broken pediment column-supported entry portico enclosing a single wood panel door with leaded sidelights and fanlight. Other features of the c. 1930 house include: a side-gable roof with extended eaves and corner returns, paired column-supported porch on the west side, 6/6 double hung windows and a central, second story paired casement window of 8 lights per sash (C).

The carriage house is a 2 story, 2 irregular bay, rectangular plan, wood frame utilitarian building built on a stone foundation. The asphalt shingle clad side gable roofed building include two shed-roofed 1 1/2 story additions. Attached to the barn on the north side is a cottage (C).

The carriage house cottage is a 2 story, 3 irregular bay, rectangular plan, wood frame, side gable, vernacular residential building. The house features a central chimney, shed-roofed spindle post supported portico, and 2/2, 6/6 and 6/9 windows (C).

The chicken coop is a single story, 6 irregular bay, rectangular plan, wood frame building on a stone foundation with horizontal board siding and a gable roof. A three bay, shed-roofed addition is attached on the south side (C).

The "shop" is a single story, 3 irregular bay, rectangular plan, wood frame building with 6/9 paired window groupings

The log cabin guest house, located at the southeast corner of the site, is a single story, vernacular log building of 5 irregular bays, with stone pier supports, 6/1 windows, stone fireplace and chimney and a side-gable asphalt shingle clad roof. The house was built c. 1905 and renovated in 1950 (C).

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The "doll" house is a single story, wood frame, wood shingle clad, hipped roof, enclosed gazebo-type building with a single room and an enclosed porch (C).

The boat house/gazebo, located at the north edge of the larger of two ponds on the site, is a single story, wood frame, hipped roof, wood shingle clad building, articulated by open segmental arched, connected by decorative railings (C).

The privy is a single bay, front facing gable, wood frame four seater on a stone foundation (C).

21. Archaeological site: Schooley's Mountain Academy Block 22 Lot 24
Contributing

Recent excavations for a new septic system uncovered artifact assemblages near the northernmost section of the house, used as the classrooms of the Schooley's Mountain Academy. The artifacts recovered include 8 complete molded glass inkwells, a variety of nineteenth century ceramics and small glass bottles. Although the site is probably somewhat disturbed due to the septic system excavation and grading, it has the potential to provide data on cultural behavior associated with a rural school.

22. 264 Schooley's Mountain Road Block 20 Lot 35
Contributing

264 Schooley's Mountain Road is a 2 story, 3 bay, vernacular wood frame residential building. Constructed c. 1850, the house has a rubble stone foundation, vertical board and batten siding and a side-gable roof with asphalt shingles and overhanging eaves. The center bay entry features a single door surmounted by a three pane transom and is framed with a simple flat pedimented door surround. The entrance is flanked by 9/6 windows. The second story windows are 6/6. All windows have a simple wooden surround. The front facade windows have paneled wooden shutters, while the side facade windows feature covered shutters. The house also features wood corner and sill boards. The rear elevation, facing Flocktown Road, has a one story, 3 bay side-gabled addition with a spindle post-supported arcuated porch. The addition has a center bay single door encased in a simple wood surround flanked by shuttered 6/6 windows. The rear of the addition has a brick chimney. This building is identified as a Carpenter's shop on the 1868 map of Morris County. At the turn-of-the-century, the building was run as a boarding house known as "Miller's Cottage."

Outbuildings: Detached 1 story, 2 bay, wood frame, asphalt-

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shingle roofed, side-gable garage with board and batten siding (C).

Detached 1 story, wood frame, "L"-shaped plan, 4 bay, side-gable roofed shed with horizontal board siding (C).

23. 268 Schooley's Mountain Road Block 20 Lot 36
Contributing

268 Schooley's Mountain Road is a 2 story, 5 bay, wood frame, side gable, vernacular residential building. Constructed c. 1850, the building features a central entry, end chimneys, a one story enclosed porch addition on its north side and a one story spindle supported porch on its south side. The house is clad with a variety of synthetic materials. The most interesting aspect of this house is its orientation; rather than face Schooley's Mountain Road, the building is set perpendicular to it and faces a dirt road. Local tradition states that the building was once a wheelwright/blacksmith shop.

Outbuildings: Wood frame "L" shaped, 2 bay garage clad with aluminum siding (N/C).

24. 272 Schooley's Mountain Road Block 20 Lot 37
Contributing

272 Schooley's Mountain Road is a 2 1/2 story, irregular plan, wood frame, clapboard-clad, mansard roofed, French Second Empire cottage. Built c. 1865, the property was William Wallace Marsh's "Oak Cottage." The building is one of the more high style houses in the District. The property has been vacant for approximately 12 years and is rapidly deteriorating. Marsh probably built this property as a boarding house.

Outbuildings: To the east of the house is a two story wood frame, gable roofed, garage building. The southern end of the building overlies the Schooley's Mountain Brook (C).

25. Schooley's Mountain Road (12 Flocktown Road) Block 20 Lot 38
Non-contributing

This house, listed on Schooley's Mountain Road is a 2 story, 3 bay, "T"-shaped plan, clapboard clad, wood frame residential building. Constructed c. 1870, the vernacular building is severely deteriorated and partially demolished.

Outbuildings: 2 wood frame sheds, severely deteriorated (N/C).

26. Schooley's Mountain Road Block 20 Lot 39
Non-contributing

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This house listed on Schooley's Mountain Road is a 1 story, wood frame, contemporary residential building with an attached garage.

27. Schooley's Mountain Road
Contributing

Block 21 Lot 1

At the southeast corner of Schooley's Mountain Road and Heath Lane is a 1 story, single bay, rectangular plan, former ice house, now used as a garage. The stone walls of the building are partially embanked into the ground and are supported by stone buttress walls. The wood frame gable roof building features clapboard cladding, a 12 pane sash window in the apex, and a full width wooden overhead garage door. The rear elevation has a single wooden man door. The building was built along a brook which originates across Schooley's Mountain Road, flows under and along the road and then proceeds to cross underneath again about 200 yards to the west flowing in a westerly direction parallel to Schooleys' Mountain Road.

The former ice house served the needs of the Heath House complex nearby and was built by 1853. In the early twentieth century, the building was used to store ice cut from the pond behind it and sold at the Schooley's Mountain General Store. In the 1950s, the building served as a firehouse for the local volunteer fire company and was later converted into a bookstore.

28. 275 Schooley's Mountain Road
Contributing

Block 30 Lot 28

275 Schooley's Mountain Road is a 2 1/2 story, 4 bay, irregular plan, wood frame, vernacular residential building. The c. 1865 clapboard-clad building features an asphalt shingle clad side-gable roof, one story additions to either side of the house, an enclosed shed roofed portico, 6/6 windows and quarter-round windows in the gabled ends, corner boards, wide fascia boards, stickwork in the gable apex, and a single story semi-hexagonal bay in the rear facade with 2/2 windows.

Although the house is approached by a driveway from Heath Lane, another driveway exists connecting the house to Schooley's Mountain Road. This driveway ends at Schooley's Mountain Road with a pair of stone whitewashed columns, indicating an access drive to the no longer extant Heath House complex. The surrounding lot is part of the hotel complex, and this house was one of the rental cottages on the grounds. The driveway extends from Schooley's Mountain Road in a westerly direction past a formation of large boulders, including

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the "Devil's Arm Chair" listed in late nineteenth century promotional material for the Heath House.

29. 276 Schooley's Mountain Road Block 20 Lot 40
Contributing

276 Schooley's Mountain Road is a 1 1/2 story, irregular plan (4 irregular bays), wood frame, vernacular residential building on a stone foundation. Built c. 1885, the shingled building has two semi-hexagonal oriel windows between which is a stone chimney on its street elevation, an entrance and shop (beauty salon) addition, and 6/6 windows. The gable apices have paired 6/6 window groupings. Behind (north) the house is a mill pond.

Outbuildings: To the west of the house is a 1 story, rectangular plan, single bay, vernacular wood frame barn (C).

30. 277 Schooley's Mountain Road Block 30 Lot 27
Contributing

277 Schooley's Mountain Road is a 2 1/2 story, 5 bay, irregular plan, vinyl-sided wood frame, vernacular residential building. Constructed c. 1920, the house has a moulded concrete block foundation, a 5 bay column-supported full front porch with a pedimented, centered gable entry bay ornamented with a starburst motif in the gable. The single door entry features a multi-pane transom and sidelights. The side gambrel roof is pierced by two front gable dormers with paired 6/1 window groupings and a stone chimney. Other details include 6/1 windows and an enclosed side porch. The multiple, multi-level rear additions are not visible from the street.

Outbuildings: Detached, 3 bay, wood frame garage (N/C).

31. Schooley's Mountain Road Block 20 Lot 30
Contributing

This building, listed on Schooley's Mountain Road, is a 2 story, 4 bay, rectangular plan, wood frame, vernacular residential building oriented on a perpendicular to Schooley's Mountain Road. The c. 1865 building features vinyl siding, a stone foundation, multi-paned "cottage" windows, a single entry door with transom surmounted by a scrolled bracket-supported portico, and a half-hexagonal bay in the rear of the house. The building is used as the caretaker's house for the Christadelphian Bible Camp located behind it (to the east) and was known as the Taylor house in the nineteenth century. The Bible Camp, built as Kaslow's Camp in the late 1940s, is not

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included in the historic district.

32. 280 Schooley's Mountain Road Block 20 Lot 41
Contributing

280 Schooley's Mountain Road is a 2 1/2 story, 5 bay, irregular plan, wood frame residential building. Constructed c. 1840, the vernacular building is articulated by a spindle post-supported full front porch, 2/2 windows and a central entrance. Although covered with aluminum siding, it still retains the appearance of a mid-19th century building.

Outbuildings: 2 single story, rectangular plan, vernacular, wood frame garages (N/C).

33. 281 Schooley's Mountain Road Block 30 Lot 26
Non-contributing

281 Schooley's Mountain Road is a 1 1/2 story, 3 bay, rectangular plan, wood frame, Cape Cod style dwelling. Built c. 1940, the horizontal board clad building features 2 front gable dormers, a screened side porch and an enclosed gabled rear entry porch.

Outbuildings: Stylistically similar, detached, 2 bay, wood frame garage (N/C).

34. 290 Schooley's Mountain Road Block 20 Lot 42
Contributing

290 Schooley's Mountain Road is a 2 story, 3 bay, rectangular plan, vernacular, wood frame, residential building. Built c. 1850, the replacement siding clad house features a stone foundation, an asphalt shingle clad side-gabled roof, a centrally located, single door entry with shed roofed portico and a side porch. The house is delineated as the W. & J. Shields house on the 1887 map of Morris County.

Outbuildings: 1 detached prefabricated metal garage (N/C).

35. 291 Schooley's Mountain Road Block 30 Lot 25
Contributing

291 Schooley's Mountain Road is a 2 story, 3 bay, irregular plan, wood frame, vernacular residential building. Constructed c. 1870, the clapboard clad house is detailed with a stone foundation, square column-supported full front porch, a single entry door with a flat surround, 2/2 windows set in simple surrounds, sill and corner boards and an asphalt shingle clad side-gable roof. The rear gabled addition has a shed roofed partial porch on the east side of the

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house. This building was owned by Joseph Warren Coleman, proprietor of Heath House from 1890 to 1900. It is possible that the building was used in association with Heath House.

Outbuildings: Detached, wood frame vernacular garage (N/C).

36. 294 Schooley's Mountain Road Block 20 Lot 43
Non-contributing

294 Schooley's Mountain Road is a 1 1/2 story, 3 irregular bay, irregular plan, wood frame residential building. Built at the turn of the century, the house has been severely altered with various building materials.

37. 296 Schooley's Mountain Road Block 20 Lot 44
Contributing

296 Schooley's Mountain Road is a 1 1/2 story, 4 bay, rectangular plan, wood frame, side gable, vernacular residential building. The c. 1840 clapboard clad house features a stone foundation, single door entry with simple dentillated door surround, 6/6 windows and 3 pane windows lighting the attic. The northernmost bay of the facade is a later addition but is well integrated into the house. Other details include corner and sill boards, and a rear shed roof addition and shed roof dormer; neither is visible from the street. This building is listed on the 1887 map of Morris County as Mrs. Sampson's.

Outbuildings: Small, wood frame, rectangular plan, front-facing gable barn with vertical board siding (C).

38. 298 Schooley's Mountain Road Block 20 Lot 45
Contributing

298 Schooley's Mountain Road is a 1 1/2 story, 3 bay, irregular plan, wood frame, vernacular residential building. Constructed c. 1850, the clapboard clad building is articulated by a centrally located single door pedimented entrance with sidelights and 2/2 windows. The asphalt shingled side-gable roof is pierced by later twin hipped dormers. The rear of the house has a single story shed-roofed addition.

Outbuildings: Behind the house is a 1 1/2 story wood frame vernacular outbuilding (with a 1 story addition) clad with horizontal boards and a side-gable roof (C).

39. 300 Schooley's Mountain Road Block 20 Lot 46
Contributing

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300 Schooley's Mountain Road, historically and commonly known as "Mine Hill Farm," is a farm complex located at the end of a private drive, on the summit of the mountain, 1074 feet above sea level. The main house, or the farmhouse, is a 2 1/2 story, wood frame, "L"-shaped plan, c. 1890 building, altered with synthetic siding. This house was probably built by a mining company, as the August 15, 1890 lease of the mine by William and Ida Marsh to the N.J. and Pennsylvania Concentrating Works "gives right of entering in sinking pits and shafts and exploring for iron ore in Mine Hill Farm"... "it shall be understood that the parties of the first part shall determine and fix the location of the dwelling house that may be necessary to have erected by the parties of the second part" (Morris County Deed W 13 436). There are 7 outbuildings on the property. Most of these buildings are north of the farmhouse and create a farmyard. These include a barn, carriage house, tenant house, 2 car garage and chicken coop. The ice house and spring house are located below the farm complex in a hollow on the east of the farm road.

Outbuildings: The 2 car garage is a front-facing gable, wood frame, vinyl siding clad utilitarian building (N/C).

The carriage house is a 2 story, 2 bay, rectangular plan, front-facing gable, wood frame, utilitarian building with a man door and carriage door on the first floor and a cupola on the roof (C).

The tenant house is a c. 1930 Sears, Roebuck and Co. kit house. The wood frame building has a front-facing gable roof, 3 bays, rectangular plan, a screened porch on the south side and synthetic siding (C).

The barn is a 2 story with elevated basement, clapboard-clad, wood frame utilitarian building on a stone foundation. The "L"-shaped plan, features a side-gabled main section with double doors approached by a stone ramp. A shed-roofed addition forms the extension of the barn (C).

The chicken coop is a single story, wood frame, shed-roofed, utilitarian structure set on stone piers (N/C).

The ice house is a single story, two room, wood frame utilitarian building with a dirt floor, built over a small but fast moving stream. The building is clad with vertical board siding, and a slate roof over an earlier cedar shake side-gable roof. The southern room of the ice house contains a cast iron undershot water wheel connected to a wooden machinery frame in the north room of the ice house. It is likely that this machinery was used for the

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churning of butter. A stone channel has been laid around the perimeter of this room to facilitate the movement of the cold water (C).

The spring house, located directly west of the ice house, is a small, one bay, wood frame utilitarian building (C).

40. Archaeological site: Marsh Mine Block 20 Lot 46
Contributing

The iron mine was worked as early as 1813. The site consists of an oval quarry pit approximately 20' deep, measuring approximately 50' north-south by 100' east-west. At the north end of the pit there is a possible shaft where the miners may have followed a vein. A further possible shaft with a stone-lined entrance passage 10' wide oriented east-west is located at the south end of the pit. The bottom of the pit is littered with rock and mining debris as is the area around the pit. A number of much smaller quarry pits surround the main pit. The pit is approximately 300' north of the farmhouse.

The quarry pit is the largest example of a number of quarry pits on the property. Recordation and clearance of rubble on the site could provide data on iron mining technology in the nineteenth century. Clearance of rubble might reveal artifacts relating to mining techniques.

41. 302 Schooley's Mountain Road Block 20 Lot 47
Contributing

302 Schooley's Mountain Road is a 1 1/2 story, 2 bay, rectangular plan, wood frame residential building with a 1 story, 2 bay side gable addition. Although the building has been altered with the application of replacement materials and new windows, it is similar in scale and massing to 296 and 298 Schooley's Mountain Road and probably dates to the mid-19th century. In the early twentieth century, this building housed a saddle shop and boot maker.

Outbuildings: Detached, vernacular wood frame garage (N/C).

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barns: the chain of title for 296 Schooley's Mountain Road (#37), lists "Kice's stable" as a reference point (Morris County Deed N 5300), 276 Schooley's Mountain Road (#29) cites a "barn shed on neighbor's property" (Morris County Deed A 1170).

The site of Belmont Hall, now severely compromised by the construction of a new church, its associated parking lots and retention basin, is immediately outside the boundaries of the Schooley's Mountain Historic District, at the west side of the intersection of Pleasant Grove Road and Schooley's Mountain Road.

The Importance of the Mineral Spring

Schooley's Mountain's primary significance is as a nineteenth century summer resort. The initial attraction of visitors to the area was the existence of a mineral spring that emerged from a small crevice on the vertical face of the mountain at the rate of thirty gallons per hour. It was located forty of fifty feet above the level of a brook that fed into the Musconetcong River. Later scientific analysis proved the presence of iron, sodium, magnesium, calcium and manganese carbonates, calcium sulphate, alumina, ammonia, silicic acid, and sodium chloride (Weiss and Kemble 1962: 33).

The Lenapes, who maintained several camping grounds in the area, believed that the water possessed curative powers (...Morris County..., 1914, vol. 1: 178) and indeed, in the absence of more sophisticated medicines, it may have offered the best relief then available for various internal and skin disorders. During the mid-eighteenth century, European colonists obtained information about the spring either through personal experiences or from the Lenapes (Weiss and Kemble 1962: 27, 70).

The Naming of Schooley's Mountain

While it has been claimed that an early Dutch or German resident named Shugl gave the "hill" his name and that later residents anglicized it to its present form (Coleman, Heath House; Schooley Mountain Springs 1880: 1), it is more likely that the name was taken from that of Thomas Scholey, the earliest member of an English family to arrive in America. He migrated in 1677 to join a colony of the Society of Friends that had been established on the

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New Jersey side of the Delaware River. A descendant, also named Thomas Scholey, purchased 350 acres in the area now known as Washington Township in 1714 and passed it on to his son, Samuel, who owned it from 1726 to 1745. During the eighteenth century the spelling of the name varied, eventually becoming fixed as Schooley. A number of descendants of the original family continued to live in the area for many years, while others moved west and south (Ivey 1941: 14, 20).

Other Colonists

The Rogerenes were the second group of early settlers. Adherents of a religious sect that had been founded by John Rogers in New London, Connecticut in 1674, they were brought to the area by John Colver in 1732. The orthodox community was known for its unconventional practices: it had no ministers, worshipped in a house rather than a church, allowed work on the Sabbath, and refused treatment by physicians. Perhaps as a consequence of ostracism, the group temporarily located to Monmouth County (Chambers 1969: 178-179), perhaps spreading word of the mineral spring as they traveled.

Early Visitors

Whatever their source of information, visitors appeared at Schooley's Mountain, as well as at other mineral springs throughout New Jersey and the Delaware Valley of Pennsylvania before the American Revolution. People of wealth and social position were familiar with the fashionable spas of Europe and England and were eager to attend similar facilities in their new homeland. However, Schooley's Mountain Springs, like other early American health resorts, was far less sophisticated than those of the Old World.

Those who wished to take "the cure" at Schooley's Mountain were required to make an arduous journey along unimproved roads and stay in makeshift accommodations. In his diary of 1770, the Reverend Henry M. Muhlenberg, founder of the Lutheran Church in America, described an occasion when he accompanied two sickly women and a wagon driver to the "newly discovered health spring." From nearby (New) Germantown they "had to climb a steep hill which was a mile long, and then [travel]...a mile and a half...on level ground. [T]his was followed by another mile and half of...terribly bad roads which were practically impassible for the wagon...for steep hills

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and several deep swamps...had to be traversed. The poor women had to abandon the wagon most of the way and stumble along on foot over rough stones and swampy ground." When the party reached the spring they found that the water flowed into an "artificially constructed hole or reservoir," evidence that the spring had been in use by drinkers and bathers for some time before 1770 (Weiss and Kemble 1962: 27).

Before 1800 there had been few places where visitors could stay the night: tents and shanties served the earliest travelers; it is believed that by 1763 there was a tavern that housed boarders, although this house was not within the area of the springs but close to Drakestown; guests were also said to have been welcomed at nearby farmhouses. Although lodgings were scarce and somewhat primitive, aristocratic Philadelphia families and "invalids from every quarter" presented themselves (Weiss and Kemble 1962: 34, 70, quoting Jedediah Morse's Geography, 1789). It was not until the turn of the century that the first boardinghouse was built.

Heath and Bowne: the first boarding houses

Joseph W. Heath (1762-1825), the founder of the earliest hostelry, was born in Amwell, Hunterdon County, New Jersey. In 1799 he purchased 112 acres in Schooley's Mountain (including some from the descendants of John Colver) and by 1800, at the suggestion of Ephraim Marsh, had erected the first boardinghouse on top of the mountain (Greene 1933: 178). Called the Alpha, this building served as the nucleus of the later grouping known as the Heath House. In 1809 he constructed a second lodging, thereby enlarging his quarters to accommodate approximately forty. The second building was as yet unfinished when Benjamin Howell visited on August 17th and 18th, 1809. According to his map, now in the possession of the Morris County Historical Society, a bathhouse had already been erected by this early date.

Heath's houses must have proven popular; within a year of the completion of the second, a new, seventeen-room building was erected by a Dr. William Hampton of Hackettstown and offered for sale or rent. Having been touted as an excellent choice for a boarding house or a tavern, the new building was taken on by Conover Bowne (1765-1840), formerly a Monmouth County, New Jersey farmer and owner of the already established Belmont Hall. He began to operate it as

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a boardinghouse especially convenient for invalids because of its location opposite the spring (Weiss and Kemble 1962: 35-36;...Morris County..., 1914: vol. 1, 172), while at the same time operating Belmont Hall, three-quarters of a mile from the Springs (The Genius of Liberty, August 14, 1810). To promote his health resort, he described the benefits of the medicinal waters in detail; in 1817 he reported that the spring waters had cured him of "debility, indigestion arising from bilious habits, nervous complaints, dizziness of head, gout, rheumatism, and that most distressing malady the Gravel." In addition, he advised that repairs and additions had made his house "a very...fashionable resort" (Weiss and Kemble 1962: 37). The importance of fashion was soon to exceed that of health at Schooley's Mountain and similar watering places.

Circa 1810: Tourism Rises Significantly

Various forces combined to stimulate a rise in the number of visitors during the second decade of the century. Mineral spas became increasingly popular throughout the states: Berkeley Springs and White Sulphur Springs in Virginia and Ballston and Saratoga in New York were among those which developed loyal followings (Weiss and Kemble 1962: 24, 25). The fashion spread throughout the East. Travel to Schooley's Mountain was substantially improved in 1810 when the turnpike connecting Morristown and Easton was completed (...Morris County...1914: vol. 1, 171). In the same year Dr. Samuel Latham Mitchell, a professor of chemistry, natural history and philosophy, published his analysis of the spring water. Based on the results of various tests, he declared the spring to be "pure chalybeate..." Furthermore, he reassured the readers that man had already intervened in the affairs of nature; a wooden leader had been placed under the spring opening to direct the water for convenient use by drinkers, bathers and pleasure-seekers.

Heath House: 1814 - c. 1907

In 1814, Heath's Alpha was altered and enlarged to accommodate 100 guests. The resulting structure was made "...uniform and commodious with a Piazza of ten feet wide by seventy-two feet long on the north front." Beginning in 1817, Ephraim Marsh, now Heath's son-in-law and the recent appointed manager of the resort, further enlarged and improved the hotel to include a new main house, a 150' long piazza, several cottages and better outhouses. By 1855 the

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lodging capacity had grown to 350 (Weiss and Kemble 1962: 55). A series of owners and managers continued to improve the hotel and to maintain a devoted clientele during the ensuing decades (#7, #8).

By the 1880s, the Heath House's three story main building contained several parlors. A music room, measuring forty by one hundred feet, contained a miniature stage for theatricals and readings. Above the public rooms were private bedrooms for adults, while a second building with inter-connecting rooms was provided for families with children and servants. The dining room was in a third building and cottages were scattered about the property. This cluster of detached buildings was situated on twenty-five acres of shaded grounds that boasted a baseball field, tennis courts, and a bicycle track (#27, #28) (Weiss and Kemble 1962: 61).

From the 1820s onwards, Heath House promotional literature had stressed cool temperatures, fresh breezes, picturesque vistas, good food, wines, Philadelphia stout and ale, and bottled mineral waters from other locations. Inducements rivaling those at competing hotels included attentive and experienced servants and a full brass band. The nearby village offered a store, post office, school and church. Mail arrived at frequent intervals and transportation was available from New York, Philadelphia, and various points in New Jersey. The beneficial mineral waters were noted with less frequency as time passed (Weiss and Kemble 1962: 53-57).

During the 1880s and 1890s Heath House advertising published under the name of J. Warren Coleman, Proprietor, stressed amusement and fashion over health. Nearby natural formations, given romantically appealing names, were noted as points of interest. Guests could visit Young Woman's Creek (the site of an Indian massacre), Lover's Leap (haunted by the ghost of Sam Patch), or the Devil's Arm Chair (a rock formation used as a throne by Indian chiefs of old). Budd's Lake and the Delaware Water Gap (which was visible from Schooley's Mountain) were within a pleasant drive and horses and buggies were readily available (Coleman 1880: 5).

The fame and wealth of earlier guests, professional experience of the management, wholesomeness of food, and the availability of bowling alleys and billiard tables were emphasized. The fact that modern sanitary facilities had not been installed were creatively defended: Coleman claimed that "stationary wash-basins [and] bath-

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closets attached to sleeping rooms" were mere "conveyors of sewer-gases and foul air." He furthermore attested, "many old-fashioned people declared that a ewer and basin, with a good-looking chambermaid to attend them, was better than the new-fangled improvements" (Coleman 1880: 4). Brochures of the 1890s suggest that the Heath House continues as a popular resort to the end of the century.

Belmont Hall

The physical growth of Bowne's establishment paralleled that of the Heath House. By 1826, Bowne had sold his boardinghouse and was concentrating his efforts on expanding Belmont Hall, begun approximately sixteen years earlier. Located on the highest part of the mountain, "2000 feet above tidewater," it was a three story, brick and stone structure that provided rooms for 300 guests. The building was said to be cool, airy and well-ventilated. Following the lead of other resort owners of the period, Bowne began to cultivate not just invalids, but "people of pleasure." They were provided with billiard tables, nine-pin alleys, shuffleboards, quoits, swings, tilts, pianofortes, and a selection of other musical instruments. There were groves, gardens and stables; carriages and horses were available for hire; obedient waiters served fresh food and fine wine. Although the Schooley's Mountain spring was still flowing, bottled Saratoga and Ballston waters were also at hand (advertising broadside, Belmont Hall: 1825). Publicity regarding Joseph Bonaparte's visit in July 1820 attracted visitors who wished to rub elbows with nobility (Greene, Proceedings 1933: 184-184).

In 1834, John Hinchman, Bowne's son-in-law, managed the hotel for the new owner of Belmont Hall, William Gibbons. Over the next few years, building contractor Ashbel Bruen, added a 60' annex and a 200' piazza with 30' Tuscan columns (Bruen was building Meade Hall, Gibbons' home [now Drew University] at the time, and was boarded at Belmont Hall with his crew while working on the additions) (Gibbons Family Papers, Drew University Archives). Hinchman advertised "cool and warm baths, delicious drinks, inviting ices, groves with their serenading songsters, dashing cataracts, foaming waterfalls and shady walks." Emphasis was placed on local "fishing and fowling," majestic scenery, spacious parlors and bedrooms, and "ambling ponies for the ladies." Although the importance of the waters was acknowledged, Belmont Hall was notable primarily as "a much admired

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and fashionable establishment...," "patronized by the bon ton" (Weiss and Kemble 1962: 40). While ownership and management changed several times, the resort remained in great demand among wealthy people from New Jersey, New York, Pennsylvania and the South. Having been damaged by a storm in 1876, the hotel was repaired and in operation soon afterward (Weiss and Kemble 1962: 42).

In 1889 the Belmont was sold to Miles A. Stafford, who modernized it and enlarged it and changed the name to the Dorincourt (Weiss and Kemble 1962: 43). By 1902, again under new management, the Dorincourt boasted of modern improvements: now able to accommodate 400 guests, the hotel had gas lights and electric bells in every room. Amusements for all family members, a healthy climate, superior food, and famous past visitors were emphasized in advertising brochures (Palmer, Dorincourt 1902: passim). In 1902, vacations at the Dorincourt were apparently still in vogue.

Other Residential Institutions

Although the Heath House and Belmont Hall were by far the most important institutions on the Mountain, there were others that had an effect on the local economy. An 1850 listing in the local business directory indicates that B. Carzett operated the Mountain House; nothing more is known of this establishment (Weiss and Kemble 1962: 69). In 1851 a sanitorium for the taking of the water-cure, the Forest Grove Hydropathic Institute, was opened by two doctors. A dispute between them led to the sale of the property to a succession of owners, all of whom operated it as a hotel called the Forest Grove House. In 1867 it was sold to the Reverend Luke I. Stoutenburgh, who established the Schooley's Mountain Seminary. Although 200 boys and girls studied there over a period of approximately 12 years, by 1879, Stoutenburgh advertised for summer boarders (#17). The Forest Grove House burnt down in 1881 and was rebuilt as a small summer boarding house (#16) (Weiss and Kemble 1962: 68).

The spring and springhouse

In 1838 John Hinchman, as manager of the mineral spring, hired Ashbel Bruen to erect a "most splendid summer-house" to give shelter to drinkers and bathers (Weiss and Kemble 1962: 41), for which he was paid \$200.00 (Gibbons Family Papers, Drew University). This was

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most likely the building pictured by Barber and Howe in 1844. Consistent with the prevailing architectural style, it resembled a Greek temple. An 1862 lithograph indicates that the temple-like springhouse remained for at least 20 years. It was later replaced or possibly surmounted by a wooden pagoda-like structure that featured a central fountain (Weiss and Kemble 1962: 28, 29). Pictured on Heath House advertising brochures of the 1880s and 1890s, it was typical of the whimsically eclectic architecture of the High Victorian period.

Community services: religion and education, 1820-1880

By the mid-1820s the two major hotels were able to hold approximately 400 guests, while Bowne's former boardinghouse, now run by his son-in-law John Hinchman could house 30 or 40 more. Tavern and farmhouse lodgers, guests of the Forest Grove House and later, boarding school students, seminarians and visiting parents brought the total to a number that required expanded community services. A non-denominational Christian church was established in 1825. Pastors of neighboring churches took their turns conducting services in the two story, stone building. Up to 200 worshippers could be seated in the first floor sanctuary; the second story was used as a schoolroom. By 1870 the church had become inadequate to the needs of the growing community and services were held in Belmont Hall as well. A larger building was erected and was dedicated in August 1870, as the "Schooley's Mountain Union Evangelical Church"; it was intended to be used by all evangelical groups of Christians in the neighborhood, and it contained a Sunday School in the basement (#5) (The Jerseyman, August 20, 1870: 2). In May 1875, the Presbytery of Morris and Orange Counties constituted the "Presbyterian Church of Schooley's Mountain" (Weiss and Kemble 1962: 73;....Morris County...1914: vol.1, 176; Chambers 1969: 182-183).

A public school had been in use by the local children since the early part of the century (#2). In 1826 the Schooley's Mountain Academy was established to serve another type of student (#21). A private boarding school operated by Ephraim Marsh and Reverend Holloway Whitefield Hunt, it prepared students for business or college. Latin, Greek, mathematics, mechanics, grammar, language, geography and other subjects were taught (Weiss and Kemble 1962: 67). From 1867 to 1881, the Schooley's Mountain Seminary (#16)

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taught "all the branches of education pursued in similar institutions, together with a thorough course in Bookkeeping by double entry, and a preparation for entering any of our best colleges. Instruction is also given in Piano Music, Painting, Drawing and Crayoning" (The Jerseyman, March 7, 1868: 3).

Transportation to the Mountain

In the early days the Mountain could be reached only by coach. Philadelphians traveled for three days on the Old York Road, completed in 1765, for most of the fifty mile journey. While the wealthy enjoyed the relative comfort of a private conveyance, the less privileged came by the "Swift Sure Stage Line" in coaches seating twelve. The Washington Turnpike, also known as the Morristown-Easton Turnpike, was chartered in 1806 and completed in 1810, greatly improving the condition of the main road leading to the resort. By 1810, the New York, Morris and Easton Mail Stage advertised "this stage is particularly recommended to persons wishing to be accommodated with a conveyance to the Schooley's Mountain Springs as is stops, going and returning, at Mr. Bowne's, at the Springs, where passengers can dine if they choose" (The Genius of Liberty, August 7, 1810: 2). Great improvements occurred by 1821, when visitors who boarded a coach in New York, stopped in Elizabethtown to change to a second which passed through Springfield, Morristown and Chester, and disembarked at the Springs only ten hours later. Gradual improvements in roads and vehicles led to more frequent trips and greater accessibility. By 1830, stage lines ran directly from New York, Philadelphia, Trenton and New Brunswick to the Springs several times weekly. The Drake line of stages stopped at 18 Pleasant Grove Road (#14) where the horses were changed and travelers could board.

As time passed, travel to the Mountain became faster, more frequent, easier and more luxurious. By mid-century, the railroad lines extended to nearby Hackettstown and the Morris and Essex Rail road ran a summer train from New York and Newark to Morristown twice each day. At the end of the line coachmen met travelers and brought them to the hotels' doors (Weiss and Kemble 1962: 153-156; The Jerseyman, December 23, 1852: 3). By the 1890s, when the Heath House and the Dorincourt were beginning to decline in popularity, the Mountain was served by three rail lines: the Delaware, Lackawanna and Western Railroad ran from the foot of Christopher and

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Barclay Street to Hackettstown, the Central Railroad of New Jersey from Liberty Street to German Valley, and the Philadelphia and Reading Railroad ran from Ninth and Green Streets to German Valley. Parlor cars and "elegant scenery" made the train ride part of the attraction (Kobbe, Heath House Guide 1890: 7).

Industry: Iron Mining on Schooley's Mountain

In the early to mid-nineteenth century, a large contributing factor to the wealth of Washington Township was the working of iron mines. David Heath, son of the founder of Heath House, was the first mine operator in the township, followed by Judge Ephraim Marsh. The vein of the Mine Hill farm (#40) was worked from about 1800 and was the principal mine in the township until 1857. The operations were then not extensive, the ore being carted to neighboring forges to be worked up into blooms (...History of Morris County...1914, vol. 1: 172).

The Architecture of Schooley's Mountain

The earliest houses on Schooley's Mountain were small, frame cottages along Schooley's Mountain Road and Pleasant Grove Road. Dating from the second quarter to the mid-nineteenth century, these houses were vernacular in design, one-and-a-half stories high and usually three bays wide with a central or side bay entrance. Most of the remaining cottages are clustered on the east side of Schooley's Mountain Road on the way to Hackettstown, close to the roadbed and away from the resort hotels (#32, #34, #37, #38, #41). They were probably occupied by the year round residents of the hamlet and represent the type of housing built by the local community. At the turn of the century, one of these cottages, 302 Schooley's Mountain Road (#41) housed a saddle shop and bootmaker.

The oldest, more architecturally notable structure in the District, and in close proximity to the resort hotels, is the Holloway Hunt house (#20) with its Federal northern section dating to 1826. Set back from the road and surrounded by a picturesque, rural landscape, the Hunt house contrasts vividly with the vernacular cottages on Schooley's Mountain Road. Built for a wealthy minister, the Hunt house is the one of two "gentleman's farms" in the district; the other is the Davis farm at 18 Pleasant Grove Road, an Italianate influenced farmhouse/stagecoach stop converted to a Neo-

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Classical mansion (#14). In age, the Hunt house is followed by two examples of the Greek Revival, the Schooley's Mountain General Store (#18) and the Storekeeper's House (#19), which represent the traditional village center.

As the resort grew in popularity, wealthier summer residents began building cottages for themselves in styles which were considered romantic, suitable for rural homes and compatible with the natural landscape. The Gothic Revival influenced was used on the board and batten clad house at the intersection of Schooley's Mountain Road and Flocktown Road (#22) and the Italianate was used on the home of William Marsh (#6) and other homes of wealthy summer residents (#15, #28), including the home of the Strawbridges of Philadelphia (#9). Most of these homes were in close proximity to the resort hotels. The Strawbridge's house (#9) was directly across Pleasant Grove Road from Belmont Hall. A single example of the French Second Empire can be seen at Oak Cottage, the boarding house built by William Marsh (#24), one of the more high style residences at Schooley's Mountain. It is interesting to note that this house is located directly across Schooley's Mountain Road from the main entrance to Heath House, also owned by Marsh.

The two Queen Anne structures at Schooley's Mountain were both used as boarding houses in the early twentieth century, Cook's boarding house (#1) and the house built on the property of the Forest Grove House (#16). These were well suited as boarding houses with their wide open porches, rambling floor plans, large kitchens and picturesque settings.

The last of the high style houses to be built at Schooley's Mountain were the Shingle style "Terriberry" house (#10), built at the turn of the century and two Colonial Revival "guest" houses built on the grounds of the Holloway Hunt house (#20), c. 1930. Dominated by a cross-gable hip roof with an overhanging bracket-supported gable above the second floor, the Terriberry house features a stone foundation and a column-supported wrap around porch. The Colonial Revival houses are typical, symmetrically designed, large clapboard-clad residences, with ornamentation such as broken pedimented porticos, sidelights, 6/6 double hung windows and column-supported porches. The two bungalows on Pleasant Grove Road (#11, #12) are their contemporaries, however, they are small in scale and limited in ornamentation.

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Except for two recent structures along Heath Lane and one on Pleasant Grove Road, the Schooley's Mountain Historic District, with its mid-to-late nineteenth century houses and outbuildings surrounded by generous properties, the General store with its post office window and pot-bellied stove, the eclectic wood frame church, and narrow roads, conveys the feeling of a small nineteenth century village crossroads.

The Decline of Schooley's Mountain Springs

Towards the end of the nineteenth century, Schooley's Mountain Springs began a rapid period of decline. Its health benefits were no longer compelling since cholera, malaria, kidney stones and skin disorders could now be treated with medicines that superseded chalybeate water and mountain air in effectiveness. Improved roads and conveyances made amusements such as gambling and horseracing at Saratoga, carousels and crashing waves at Long Branch and Atlantic City, and mountains and lakes in the Adirondacks more accessible. The less affluent could choose an inexpensive day trip to Lake Hopatcong, Budd Lake or Munn's Springs in Orange; the wealthy traveled abroad and built magnificent summer "cottages" at home. Accustomed to the convenience of indoor plumbing, many middle class families may have been reluctant to accept the "superiority" of the old-fashioned sanitary facilities at Schooley's Mountain hotels. The Heath House and the Dorincourt may have seemed hopelessly old-fashioned to twentieth century visitors. The former ceased operation and was razed circa 1907, and the latter closed its door circa 1911. Before its demolition in 1938, the Dorincourt had been considered as a possible convalescent home for WWI soldiers and attempts were made to sell it for use as a sanitarium, and a school (Weiss and Kemble 1962: 45-46).

After the close of the two larger hotels, some summer visitors continued to frequent the area through the 1920s, staying in small privately owned boarding houses and camps (#1, #15, #31). As the automobile, improved roads and commuter train service brought the city closer, some vacationers bought property in the area and became permanent residents. Between the Depression and the 1980s very little building activity took place on the mountain. In the 1940s, the former home of William W. Marsh (#6) with its extensive acreage

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was converted to a retreat center for the Liebenzell Mission of the U.S.A., Inc., an organization founded in Germany for the purpose of training missionaries for work in New Guinea, Japan and the Western Caroline and Admiralty islands (Weiss and Kemble 1962: 61). The boarding houses were converted to single family year-round homes and no significant building activity occurred until the real estate boom of the early 1980s.

The People Associated with the Development of Schooley's Mountain

Ephraim Marsh (October 1, 1790 - August 1864) - Ephraim Marsh was born on October 1, 1790 at Mendham, Morris County. He worked as a country merchant and manufacturer in Warren County and in 1816, became the owner and manager of the resort known as Heath House at Schooley's Mountain. In 1826 he was elected a member of the House of Assembly from Morris County and served two years; he was also a state senator from Morris County for 1848-1850s, serving as president of the senate from 1849-1850. For many years he was the Judge of the county Court of Common Pleas. In 1844, he was a member of the Constitutional Convention (The Jerseyman, September 3, 1864: 2). Marsh was a candidate for governor, and in 1856, presided over the American National Nominating Convention in Philadelphia that nominated Millard Fillmore for president of the United States. He was long connected with the management of the Morris Canal Company and assumed its presidency in 1848, making its operations successful and a profitable investment. Judge Marsh died in 1864, while on a visit to his then only surviving son, William Wallace Marsh, on the mountain (...Morris County, N.J....1914: 172).

William Wallace Marsh - (- August 1892) son of Judge Ephraim Marsh. Mr. Marsh graduated at Princeton in the class of 1847, and was admitted to practice in all of the New Jersey Courts, but relinquished his profession early to engage in work in connection with corporations in which his father was interested. He was prominently identified with the Taylor Iron Works, High Bridge, N.J. and also with Benjamin Clarke, president of the Thomas Iron Company. Marsh was married to Ida Reeder, daughter of Andrew H. Reeder, the first governor of Kansas (The Jerseyman, September 2, 1892: 3). He was president of the Morris County Sabbath School Association in 1876 (The Jerseyman, September 12, 1876: 3). Marsh held a lot of mining leases on land on Schooley's Mountain.

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Joseph Heath - (1762 - 1825). Joseph Heath was born in Amwell, Hunterdon County. He was the founder of Heath House, one of two prominent hotels in Schooley's Mountain.

Reverend Holloway Whitefield Hunt, Jr. - (-January 29, 1868) Preacher of the gospel for about 33 years (The Jerseyman, February 8, 1868: 2). Rev. Hunt was one of the founders, along with Ephraim Marsh and William P. Bowne, and principal, of the Schooley's Mountain Academy, a preparatory school for college or business. He founded the school in 1826 and located it in his home, 254 Schooley's Mountain Road (#20). Hunt graduated Nassau Hall College (Princeton) in 1819. As a result of his marriage to Amanda Hann in 1827, he became the owner of large tracts of land including the Hann Farm, Hann Mine and the village of Pleasant Grove. Hunt served as the township school commissioner from 1841-1846, as the school superintendent from 1865 to 1866, and as the Commissioner of Appeals, 1866-1872, 1876, 1878 (Halsey 1882: 381).

Conover Bowne - (1765 - 1840) Conover Bowne, originally a farmer from Monmouth County was the first hotel keeper on Schooley's Mountain, and the founder of Belmont Hall in 1810.

William Gibbons - (- December 1852) William Gibbons was a native of Savannah, Georgia, where he lived with his family in the winter months. The Gibbons family spent their summers at their Madison estate, now Drew University. In 1834, Gibbons bought the Belmont Hotel. He was also the owner of the United States Hotel in Morristown, which he founded in 1842 (Daily Record, April 1, 19?)

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10. Verbal Boundary Description

The Schooley's Mountain Historic District is situated within the limits of the village crossroads of Schooley's Mountain in Washington Township, Morris County, New Jersey. All of the resources are located along Schooley's Mountain Road (Route 24), Pleasant Grove Road, Flocktown Road and Heath Lane. District boundaries generally follow property lines, roads and the Schooley's Mountain Brook. The district begins with the property at 232 Schooley's Mountain Road (Block 22 - Lot 20) on the south and continues in a northerly direction along Schooley's Mountain Road until it reaches 302 Schooley's Mountain Road (Block 20 - Lot 47, inclusive). This includes Block 20 - Lot 46, the property known as "Mine Hill Farm" and excludes the property east of Schooley's Mountain Brook on Block 20 - Lot 30, known as the Christadelphian Bible Camp. On the west side of Schooley's Mountain Road, the district begins at 291 Schooley's Mountain Road (Block 30 - Lot 25) and extends in a southerly direction to Pleasant Grove Road, extending in a westerly direction along Pleasant Grove Road and including all of Block 21 (all properties along Heath Lane), and Block 30, Lots 30-34. Along Flocktown Road, the following properties are included: Block 20 - Lots 31-35 and Block 22 - Lots 25 and 26. The total area of the district is approximately 237.22 acres. Please see enclosed tax map for historic district boundary delineation.

Boundary Justification

The Schooley's Mountain Historic District is a cohesive collection of mid-to-late nineteenth century resources that form the small, rural hamlet of Schooley's Mountain. Boundaries were drawn to exclude new residential properties along the south side of Pleasant Grove Road, a new church on the site of Belmont Hall and the exempt firehouse on the west side of Schooley's Mountain Road. On the north end of Schooley's Mountain Road, the district boundaries were drawn to exclude newer residential buildings.

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UTM References:

- A - 18/515680/4517840
- B - 18/516300/4517420
- C - 18/515700/4517100
- D - 18/516320/4516320
- E - 18/516080/4516140
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- G - 18/514800/4515760
- H - 18/514360/4516080
- I - 18/515380/4517100
- J - 18/515140/4517440

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Photographs

The following information is the same for all of the photographs listed:

- 1) Name of property: Schooley's Mountain Historic District
- 2) City and state: Washington Township, New Jersey (Morris County)
- 3) Photo by: Ulana D. Zakalak
- 4) Photo taken: May 1990
- 5) Location of negative: Zakalak Associates
57 Cayuga Avenue
Oceanport, N.J. 07757

6) & 7) Descriptions of views indicating direction of camera:

- Photo 1 of 25: 8 Flocktown Road (#1), camera pointing west.
Photo 2 of 25: Schooley's Mountain Presbyterian Church, Heath Lane (#5), camera pointing west.
Photo 3 of 25: 13 Heath Lane (#6 - Liebenzell Mission Retreat Center), camera pointing west.
Photo 4 of 25: 19 Heath Lane (#7 & #8) original Heath House carriage house and stable, camera pointing northwest.
Photo 5 of 25: 2 Pleasant Grove Road (#9), camera pointing west.
Photo 6 of 25: 8 Pleasant Grove Road (#11), camera pointing north.
Photo 7 of 25: 18 Pleasant Grove Road (#14), camera pointing west.
Photo 8 of 25: Barns and pumphouse of 18 Pleasant Grove Road (#14), camera pointing northeast.
Photo 9 of 25: 232 Schooley's Mountain Road (#16 & #17), "Forest Grove House" site, camera pointing east.
(Omitted) Photo 10 of 25: Schooley's Mountain General Store (#18), camera pointing northeast.
Photo 11 of 25: 254 Schooley's Mountain Road (#20 & #21), "Holloway Hunt" house: Schooley's Mountain Academy located in 2 bay section at far left, camera pointing north.
Photo 12 of 25: Barn and barn cottage of Holloway Hunt house, 254 Schooley's Mountain Road, camera pointing southeast.
Photo 13 of 25: Ice house of former Heath House hotel (#27), camera pointing south.
Photo 14 of 25: 275 Schooley's Mountain Road (#28), original Heath House guest cottage, camera pointing east.
Photo 15 of 25: 264 Schooley's Mountain Road (#22), camera pointing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

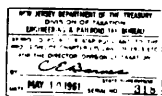
Schooley's Mountain HD, Washington
Township, Morris County, NJ

Section number P Page 2

- north.
- Photo 16 of 25: 268 Schooley's Mountain Road (#23), camera pointing east.
- Photo 17 of 25: Garage and pond of 272 Schooley's Mountain Road (#24), camera pointing south.
- Photo 18 of 25: 276 Schooley's Mountain Road (#29), camera pointing southeast.
- Photo 19 of 25: 296 Schooley's Mountain Road (#37), camera pointing east.
- Photo 20 of 25: 291 Schooley's Mountain Road (#35), camera pointing northwest.
- Photo 21 of 25: 298 Schooley's Mountain Road (#38), entrance to Mine Hill Farm, camera pointing southeast.
- Photo 22 of 25: Outbuildings of 300 Schooley's Mountain Road (#39), Mine Hill Farm, camera pointing southeast.
- Photo 23 of 25: Marsh Mine (#40) of Mine Hill Farm, view is inside largest quarry pit with open shaft in center of photo, camera pointing northwest.
- Photo 24 of 25: Non-contributing outbuildings of Liebenzell Farm, 26 Pleasant Grove Road (#15), camera pointing northeast.
- Photo 25 of 25: New, non-contributing housing on the south side of Pleasant Grove Road (immediately outside of district; typical new development in area, camera pointing south.

SCALE

1/8 MILE



TAX MAP

LEGEND

- Indicates boundary of S.M.H.D.
- Indicates photo # and camera direction
- Non-contributing properties

SCHOOLEY'S MOUNTAIN HISTORIC DISTRICT WASHINGTON TOWNSHIP, MORRIS COUNTY, NEW JERSEY AUGUST 15, 1990

ZAKALAK ASSOCIATES 57 CAYUGA AVENUE OCEANPORT, NJ 07757

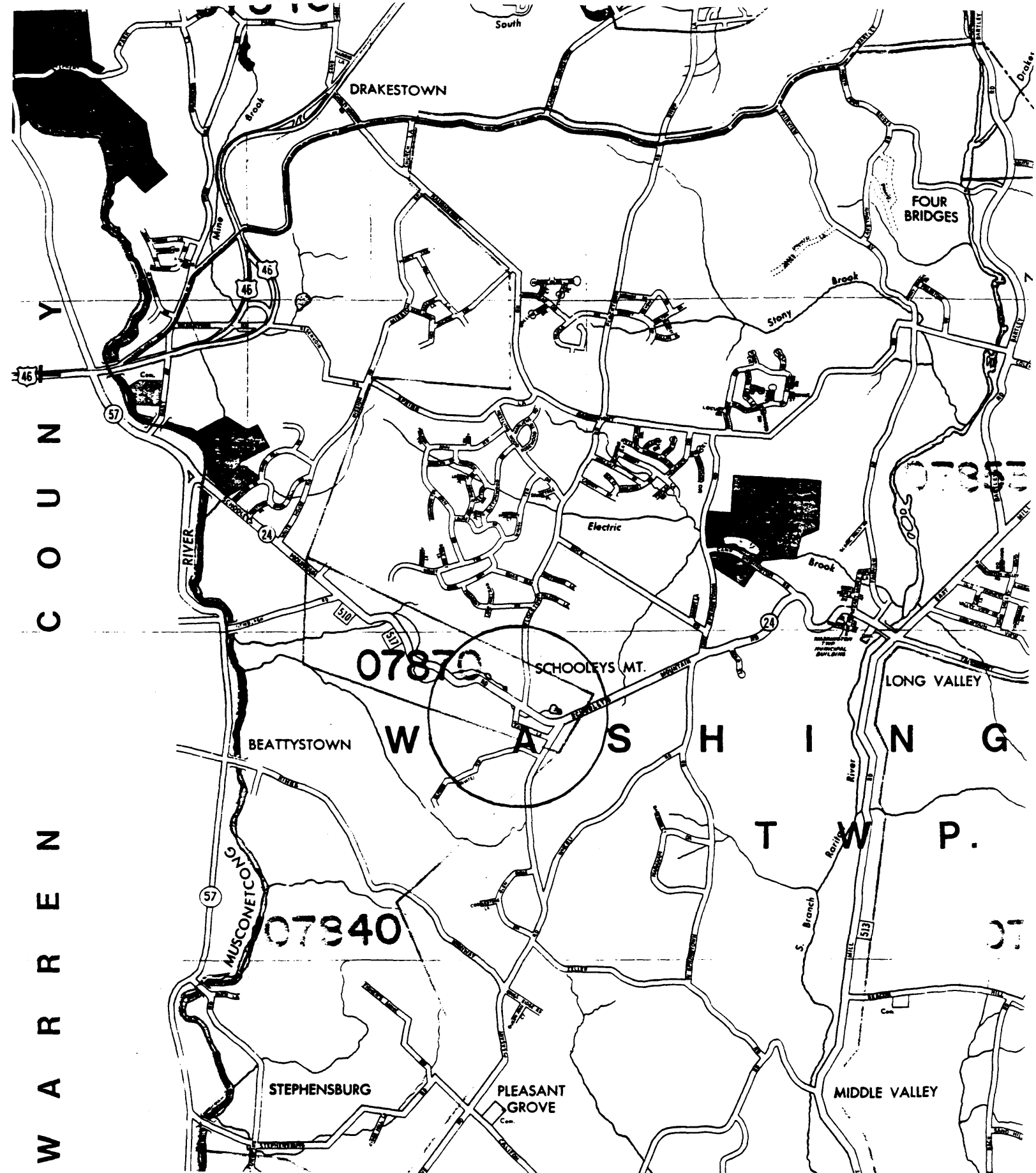


Fig. 1. Location map for Schooley's Mountain Historic District. (No scale provided.)

Schooley's Mountain Historic District, Washington Township,
Morris County, New Jersey

Appendix D

**STAKEHOLDERS' MEETING NUMBER 1
MEETING MATERIALS, JULY 2022**

**Linking Up the Landscape: Interpretive Plan and
Visitor Readiness Assessment for the Musconetcong Watershed
Kick-Off Meeting
July 27, 2022**

1. Introductions
2. Interpretive Projects Overview and Status
 - a. GIS Database, NPS-style Map and StoryMap
 - b. Unigrid Brochure – Musconetcong Wild & Scenic River
 - i. Musconetcong = “River of the Clear Water” from the Lenape
 - ii. On the Water
 - iii. On the Land
 - iv. A Heritage Deep and Strong
 - v. Working in Partnership
 - c. Visitor Readiness Study and Interpretive Plan
 - d. Asbury Gristmill Exhibit

3. Interpretive Planning – Presentation

(Break)

4. Review the List of Sites for Visitor Readiness Study – Are We Going to the Right Sites?
5. Sample Visitor Readiness Form – Are We Asking the Right Questions?
6. Asbury Gristmill – Hub for Exploring the Musconetcong
7. Wrap Up and General Discussion

Linking Up the Landscape: Interpretive Plan and Visitor Readiness Assessment for the Musconetcong Watershed

MUSCONETCONG WATERSHED ASSOCIATION

HUNTER RESEARCH, INC.

HISTORY IN THE MAKING

Project Background

- A watershed-wide Interpretive Plan and Visitor Readiness Assessment was outlined by the Musconetcong Watershed Association (MWA) in a New Jersey Historic Trust grant application.
- Funding for the Interpretive Plan and Visitor Readiness Assessment was secured in 2021 and a preliminary kickoff meeting held in December.
- Project managed by the MWA.

What Is Nature or Environmental Tourism?

Nature tourism is responsible travel to natural areas, which conserves environment and improved the welfare of local people.

Or

Environmental tourism takes place in natural environments with an emphasis on understanding and conserving natural environments.



What Is Heritage Tourism?

Heritage tourism is “traveling to experience the places and activities that **authentically** represent the stories and people of the past and present. It includes historic, cultural and natural resources.”

National Trust for Historic Preservation



What Is Interpretation?



Interpretation enriches lives through engaging emotions, enhancing experiences and deepening understanding of people, places, events and objects from past and present.

Association for Heritage Interpretation

Or

- Interpretation is pleasurable.
- Interpretation is relevant.
- Interpretation is organized.
- Interpretation has a theme.

Sam Ham, Center for International Training and Outreach

Heritage Tourism and Interpretation Meet Environmental Conservation

- Freeman Tilden worked as an interpreter for the National Park Service and produced his seminal work, *Interpreting Our Heritage*, in 1957.
- The six principles for interpretation he outlined apply to the natural landscape as well as the built environment, and still guide the practice of interpretation today in the NPS and elsewhere.

Tilden's Six Principles

1. Any interpretation that does not somehow relate what is being displayed or described to something within the personality or experience of the visitor will be sterile.
2. Information, as such, is not Interpretation. Interpretation is revelation based upon information. But they are entirely different things. However all interpretation includes information.
3. Interpretation is an art, which combines many arts, whether the materials presented are scientific, historical or architectural. Any art is in some degree teachable.

Tilden's Six Principles

4. The chief aim of Interpretation is not instruction, but provocation.
5. Interpretation should aim to present a whole rather than a part and must address itself to the whole man rather than any phase.
6. Interpretation addressed to children (say up to the age of twelve) should not be a dilution of the presentation to adults but should follow a fundamentally different approach. To be at its best it will require a separate program.

30+ Ways to Interpret

1. Entrance Exhibits
2. Orientation Exhibits
3. Static Exhibits
4. “Hands-On” Exhibits
5. Period Rooms
6. Living History
7. Audio Visuals
8. Guided Tours
9. Self-Guided Tours
10. Reenactments
11. Role Playing
12. School Group Tours
13. Publications
14. Special Events
15. Programs in Schools
16. Presentations/Speakers
17. Radio/Television Media
18. Brochures
19. Gift Shop
20. Story Telling
21. Drama
22. Demonstrations
23. Outdoor Signs
24. First-Person Interpretation
25. Public Archaeology
26. Classes and Workshops
27. Summer Camps
28. Web Sites
29. Social Media
30. Membership Programs
31. Volunteer Programs
32. Visitor-Object Experiences
33. Embedded in Marketing
34. GIS Story Maps

Frank McKelvey
Curator

Before Embarking on an Interpretive Program, Ask the Following Questions

- What do I really know is true about my subject?
- Of what I really know, what is relevant to my audience?
- Of what is relevant, how many ways can it be told?
- Of ways to tell, what can I afford?

Attributed to Darwin Kelsey, Old Sturbridge Village

What Is Visitor Readiness?

- “Visitor ready” sites have established interpretive methods and programs.
- In addition to interpretation, sites that are visitor ready demonstrate their significance, offer an authentic experience, protect the site, and ensure accessibility to all audiences.
- Other key aspects of visitor readiness include regular hours, reliable staff or volunteers, and consistent, engaging promotion/advertising.

Project Goals

- Identify the watershed's key themes and storylines and determine how to best present them in ways that residents and visitors can relate.
- Establish guidelines for watershed interpretive programming that will link key sites and locations that are visitor ready or preparing to become visitor ready.
- Provide a context for understanding how individual sites fit into the broader environmental and cultural history of the watershed.
- Identify how individual sites may work together to coordinate their stories, programs and messaging.

Stakeholders



Audiences



What Will The Interpretive Plan Include?

- How can we better tell the watershed's stories and offer activities that are meaningful to visitors' lives and experiences?
- How can we nurture a sense of place – what does it mean to be from a community within the watershed or enjoy its resources?
- How can we encourage visitors to better understand and appreciate the watershed's specific historical, cultural and natural resources?
- How can we discourage activities that harm our resources?



What Are the Resources?

The Musconetcong River and Watershed is the key unifying resource but so many other resources relate to water quality – landscapes, wildlife, plants, historic buildings, and the culture of local communities and people, which includes recreational opportunities.



Next Steps – Late Summer/Fall 2022

- Project Team Will Develop a Work Plan for MWA Approval
 - List of Proposed Site Visits
 - List of Key Contacts/People to Meet
 - Data to Be Collected
 - Schedule of Meetings with Steering Group
 - Schedule a Workshop for Stakeholders and Public to Present Preliminary Findings
- Collect and Review as Much Background Material as Possible
- Schedule Field Visits
- Prepare Summary of Preliminary Findings

Draft Plan – Winter 2022/2023

– Schedule a Workshop for Stakeholders and Public to Present Draft Plan

Final Plan – Spring 2023

How Can You Assist?

- Review List of Sites for Completeness
 - Which Sites Have Huge Unmet Potential?
- Identify People We Should Meet
 - Who Has Skills or Knowledge?
 - Who Might Not Even Realize They Are Interpreters?
- Let Us Know about Your Interpretive Programming Ideas

How Can You Assist?

- Inform Us About Past Programs
 - What's Worked Well?
 - What's Been Disappointing?
- What Resources Are Available for Interpretation?
 - What's Needed?
- Participate in Meetings and Workshops
 - Provide Feedback

Questions and Comments?

THANK YOU!

**Linking Up the Landscape: Interpretive Plan and
Visitor Readiness Assessment for the Musconetcong Watershed**

Proposed Site Visits

Staffed Sites	Passive Sites
<p>Museums: Jim and Mary Lee Canal Museum Lebanon Township Museum</p> <p>Historic Sites: Asbury Graphite Mill Waterloo Village Historic Site</p> <p>Environmental Centers: Musconetcong Watershed Association Wattles Stewardship Center</p>	Bridges and Dams
	<p>Historic Districts: Asbury Historic District Beattystown Historic District Bloomsbury Historic District Finesville-Seigletown Historic District Hackettstown Historic District Imlaydale Historic District Mount Arlington North Park Historic District Musconetcong Valley Church and Cemetery Historic District New Hampton Historic District Port Colden Historic District Port Murray Historic District Riegelsville Company Town Historic District Schooley's Mountain Historic District Stanhope Historic District Victorian Historic District West Portal Historic District</p>
	<p>Parks: Allamuchy Mountain State Park Butler Park Charlestown Reserve DiRenzo Park Florence Kuipers Park Hampton Borough Park Heritage Park Hopatcong State Park Jugtown Mountain Preserve Lees County Park and Marina Lock 4 (Morris Canal Greenway) Musconetcong Gorge Preserve Musconetcong Island Park Point Mountain Reservation Port Murray Preserve Riverfront Park Riverside Park Saxton Falls South Pohatcong Playground Stephens State Park Waterloo Village</p>

Passive Sites (Continued)	
River Access Points:	
Alumni Field	
Asbury Lower Fishing Access	
253 Asbury-Bloomsbury Road	
Asbury-West Portal Road	
Beattystown	
Bellis Road	
The Bend	
Bloomsbury Municipal Access	
Bloomsbury/Route 173	
Bloomsbury Water Company	
Bryans Road	
Changewater	
East Avenue	
Hackettstown Fish & Wildlife Access	
Kings Highway	
Kinney Road	
Lubbers Run Confluence	
Mansfield	
Mount Joy Road	
Musconetcong Wildlife Management Area	
Newburgh Road	
Penwell	
Person Road/Lime Kiln Road	
Riegelsville Boar Ramp	
River Road	
Seber Grove	
Shoddy Mill Road	
Shurts Road	
Stephensburg	
Tilcon Lake	
Tow Path	
Valley Road	
Waterloo Lakes	
Waterloo Valley Road	
Trails:	
Highlands Trail	
Morris Canal Greenway	
Musconetcong Water Trail	
Sussex Branch Trail	
Scenic Byways and Drives:	
Warren Heritage Scenic Byway	

Morris County Historic Sites: Heritage Tourism Collaboration
Historic Site Survey

Part One: General information about your organization.

Organization:

Address:

Phone:

Contact Person:

Contact Person phone:

Contact Person email:

Organization's mission:

Months/days/ hours open to the public:

Yearly attendance:

Number of staff:

Volunteer

Paid part-time

Paid full-time

2. Briefly describe your site's history and importance:

3. Public programs:

A. Exhibits:

Permanent: Please describe.

Changing or rotating: Please describe, including how often exhibits change.

B. Public Programs: Please briefly describe each one that applies.

Guided tours:

Self-guided tours:

Lectures/special programs:

School programs: (Please note if programs are at your site and/or in schools.)

Annual Events/Celebrations:

Other programs or special events:

Do you charge a fee for admission to your site or for programs?

C. Community Outreach:

Does your organization participate in community-wide events? If so, how often and which events?

Do you participate in the yearly Pathways of History Weekend? If so, for how many years? What is the average attendance at your site that weekend?

Do you partner with other organizations with similar missions and/or stories? If so, which organizations? What programs and/or collaborations?

Do you partner or co-market with businesses in your area? (For example, local restaurants, shops, hotels and/or other tourist attractions.) Please describe the partnerships.

4. Marketing and Public Awareness

A. How does your organization publicize its programs?

B. Does your organization have a website? If so, please provide the URL.

Facebook page?

Instagram account?

Twitter?

Other social media?

How often does your organization update its social media platforms?

C. Are you a membership organization? If so, how many members do you have? Do you offer member benefits? If so, please describe.

5. Visitor Site Readiness

A. Is there clear signage to direct visitors to your site from nearby roads to your site?

Is there adequate on-site parking? Is there room for bus parking?

Is there clear directional signage from the parking area to your site's entrance?

B. What accommodations do you provide for people with disabilities? (For example: designated parking spaces, ramps and/or elevators for access to buildings, large print brochures/exhibit text, assisted listening devices, ADA accessible restrooms, ADA accessible trails.) Please list all that apply.

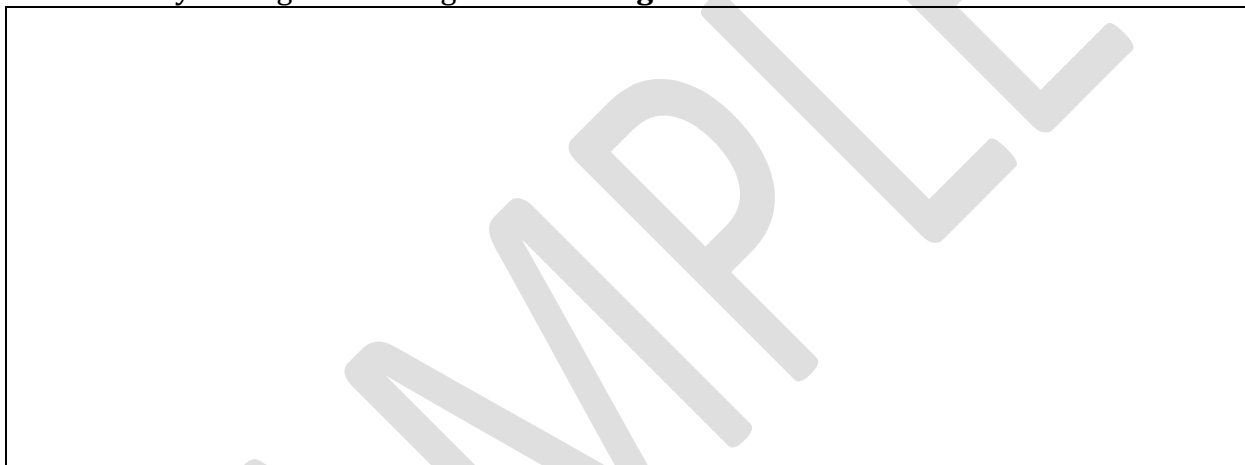
C. Do you offer volunteer and/or interpretive training or orientation for the people who staff the site. If so, please describe. Is there a script or outline to guide their interactions with visitors?

Part Two: Looking Towards the Future

A. With its mission as the county's historical society, MCHS is looking to be a leader for organizing the annual Pathways of History Weekend and build upon its success. The goal is to grow the energy of the weekend into a year-round collaboration that encourages partnerships and resource sharing. The idea is to collaboratively build the capacity for all organizations to showcase Morris County's vibrant history and heritage tourism opportunities.

Please share your thoughts about your organizations **Strengths, Opportunities, Challenges and Aspirations** below. Please feel free to share these questions with others in your organization if you think it will be helpful to get additional input.

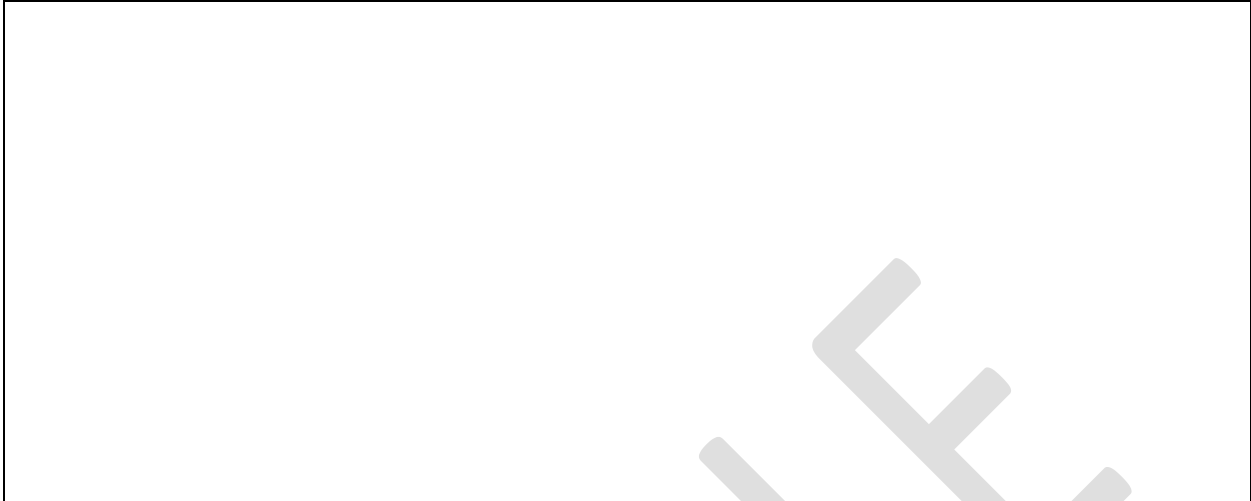
1. What are your organizations greatest **strengths**?



2. What do you see as your organization's best **opportunities**?



3. What are your organization's major **challenges**? In what areas could you use assistance or support?



4. What **aspirations** do you have for your organization? In the best of all possible worlds, what would your organization look like? Be doing?



B. The Society is considering a few initial steps and one long-term goal to build sustained communication and coordination among the county's historic sites. Please have a look at the following suggestions and respond about the ways in which a countywide collaboration could help your organization meet its mission.

Please give us your thoughts on the following. Would your organization be willing to participate? In your opinion, what are the strengths and weaknesses of each of the following options.

Initial steps:

1. Setting up a web-based message board so that organizations can share program information, ask questions, share resources and the like at any time.

A large empty rectangular box with a black border, intended for a response to the first option. A large, light gray 'SAMPLE' watermark is diagonally across the page.

2. Establish a "history alliance" that meets on a regular basis to share information, activities, concerns and resources face-to-face with colleagues. From time to time, the alliance may also offer workshops or educational sessions on current museum/historic site issues, best practices and program implementation.

Long-term goal:

3. Formally organize the alliance into a 501(c)3 non-profit organization, ultimately with paid part-time staff, to coordinate programming, provide support to its members, and seek funding for heritage tourism initiatives and alliance member support.

4. Any other comments or suggestions you'd like to add?



Thank you for taking the time to respond to the survey and providing your valuable input. Please return the survey to Dorothy Hartman at dlwhartman@gmail.com.

Linking Up the Landscape: Interpretive Plan and Visitor Readiness Assessment
for the Musconetcong Watershed

Name of Site: _____

Type of Site: _____

Address/Location: _____ City/Town: _____

Date Visited: _____ Team: _____

Staff Person Visited (if applicable): _____ Contact: _____

Tourism and Visitor Experience Assessment

Category	Comments
Easy to find?	
Approach Signage (Vehicular)	
On-Site Signage (Pedestrian)	
Entry/Visual Appeal	
Quality of Product/Service	
Interpretation/Story	
Service, Hospitality	
Cleanliness: Site	
Cleanliness: Building Interior	
Amenity: Bathrooms	
Amenity: Gift Shop	
Amenity: Parking	
ADA Accessibility	
Special Events	
Hours of Operation	
Staff/Volunteers	
Entrance Fee	
Overall Evaluation (Specific observations about experience, site, service and any recommendations for improvement or enhancement):	
Resources on Site (i.e., buildings, structures, landscapes, collections, archaeological site, etc.):	

Linking Up the Landscape: Interpretive Plan and Visitor Readiness Assessment
for the Musconetcong Watershed

Site Interpretation Assessment

Feature	Existing (Yes/No)	Future (Yes/No)	Comments
Roadside Interpretive Markers			
Exterior Interpretive Signage			
Exterior Exhibits/Displays			
Interior Interpretive Signage			
Interior Galleries/Exhibit Spaces			
Interior Furnishings on Display			
Printed Interpretive Materials			
Electronic Interpretive Materials			
Greeted By Staff/Volunteer?			
Greeter Knowledgeable?			
Entrance Exhibit ("Come-On-In" Before Paying Admission)			
Orientation Exhibit (Prepare Visitors for Touring Site)			
Static Exhibits			
Changing/Rotating Exhibits			
Participatory Exhibits			
Audio-Visual Exhibits			
Guided Tours			
Self-Guided Tours			
Living History			
Role Playing			
Reenactments			
School Group Tours and On-Site Programs for Children			
Publications			
Special Events			
Programs in Schools			
Programs/Lectures at Gatherings			
Radio, Television and Print Media			
Site Maps, Guide Sheets and Brochures			
Gift Shop (Selling Materials Relevant to Interpretation)			
Shares Info about Other Local Sites			
Story Telling and Drama			
Craft Demonstrations			
Personal Audio			
First-Person Interpretation			

Linking Up the Landscape: Interpretive Plan and Visitor Readiness Assessment
for the Musconetcong Watershed

First-Person Interpretation with Third-Person Options			
Third-Person Interpretation			
Public Archaeology			
Workshops and Classes			
Membership/Friends Program			
Volunteer Program			
Embedded In Marketing/Public Outreach			
Social Media			
Other Features			

SAMPLE

Does the site have an overall contributing story or theme related to the Musconetcong Watershed? Is it clearly/compellingly expressed?
Overall Evaluation and General Impressions (Specific observations about the site and its interpretation, as well as ideas/opportunities for future interpretation and tourism):

SAMPLE

**Linking Up the Landscape: Interpretive Plan and
Visitor Readiness Assessment for the Musconetcong Watershed
Kick-Off Meeting
July 27, 2022**

1. Which sites have huge unmet potential? Please provide as much contact or locational information as possible.
2. Who else should participate in the interpretive plan? Who has skills or knowledge? Who might not realize they are interpreters? Please provide names, organizations and contact information if available.
3. What can you tell us about past programming? What's worked well? What's been disappointing?
4. What resources are available for interpretation? What's needed?
5. What interpretive programming ideas do you have?
6. Any additional feedback?