

HISTORIC SITES OF WARREN COUNTY

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(Site descriptions were written by Susan Morgan and several members of the Warren County Environmental Commission.)

Warren County At A Glance

Warren County, located in northwestern New Jersey, occupies an area of 364 square miles. The County's greatest length is 32 miles and it has an average width of 13 miles. It ranks ninth in size among the State's 21 counties and twentieth in population.

Figure 1:

Warren County's Location in New Jersey

The landscape is characterized by a series of ridges and valleys in a northeasterly/southwesterly direction. Elevations range from 125 feet to 1,600 feet above sea level. The entire County is in the Delaware River watershed. A number

of smaller streams empty into the Delaware—the Musconetcong, Paulinskill, and Pequest Rivers, and the Pohatcong and Lopatcong Creeks.

In the northwestern part of the County, Kittatinny Mountain runs parallel to the Delaware River from the Sussex County line to the Delaware Water Gap. The Jenny Jump Mountain lies in a parallel but shorter range in the central part of the County. In the southwestern part of the County, Scotts Mountain and Pohatcong Mountain form the dividing ridges between the Pequest, Pohatcong, and Musconetcong valleys. These fertile valleys have enabled the County to become an important agricultural region in New Jersey.

Warren County is bounded by the Delaware River and the Commonwealth of Pennsylvania to the west, by the Musconetcong River, Morris and Hunterdon Counties to the east and southeast, and by Sussex County to the north.

Warren County is divided into 22 municipalities, including 17 townships (Allamuchy, Blairstown, Franklin, Frelinghuysen, Greenwich, Hardwick, Harmony, Hope, Independence, Knowlton, Liberty, Lopatcong, Mansfield, Oxford, Pohatcong, Washington, White), three towns (Belvidere, Hackettstown, and Phillipsburg), and two boroughs (Alpha and Washington). The Town of Belvidere is the county seat. In 1997, Pahaquarry Township merged with Hardwick. The County has a population of approximately 95,000.

A Brief History

In 1713, the West Jersey Council of Proprietors purchased all of the land above the Falls of the Delaware (Trenton) from the Native Americans, thereby opening the northwestern portion of the colony to settlement.

In 1715, Thomas Stevenson and John Reading, Jr., surveyed the land that is now Warren County and found within the hills and valleys established Native American foot trails and settlements. Working independently of each other, the surveyors followed the beds of rivers and creeks, noting mineral deposits and

potential water power sites that would draw investors and foster the establishment of villages.

From 1713 to 1738, Warren County was part of Hunterdon County. From 1738 to 1753, it was part of Morris County; and then, until its formation in 1824, it was part of Sussex County. Only Greenwich and Hardwick Townships existed prior to 1754, when Oxford and Mansfield-Woodhouse were established.

Warren County's earliest settlements were in Greenwich, Oxford Furnace, and Pahaquarry. Greenwich, situated at the confluence of the Delaware and Musconetcong Rivers, was the gateway for the northward migration of Quaker, German, and Scots-Irish settlers landing at Philadelphia. By 1738, Greenwich had a sufficient population of freeholders to be polled to elect Hunterdon County's representatives to the General Assembly. Oxford Furnace's first pioneers arrived in 1726, but real growth followed the building of the furnace in 1741. Furnace communities were magnets for skilled and unskilled laborers, farmers, mechanics, and businessmen; and Oxford became the County's first hub of commercial activity and population growth. In 1732, Abraham Van Campen built a mill in what became the tiny village of Calno, the southernmost settlement in a chain of Dutch villages extending down the Minisink Valley from Esopus (now Kingston), New York.

The County of Warren was separated from Sussex County by an act of the Legislature on November 20, 1824. It was named for Dr. Joseph Warren, a Revolutionary War hero who fell in the Battle of Bunker Hill. The seat of justice for the new County was permanently established in Belvidere on April 20, 1825.

The townships or civil divisions at the time of the County's organization were Greenwich, Hardwick, Independence, Knowlton, Mansfield, Oxford, and Pahaquarry. These were represented on the first Board of Chosen Freeholders, which met at Belvidere on May 11, 1825.

Under the freeholder form of government, three Freeholders are elected for staggered terms of three years each. The Freeholders supervise, direct, and administer all County services and functions through the various departments, autonomous boards, agencies, and commissions. Reporting to the Board of

Chosen Freeholders is a County Administrator who manages and supervises day-to-day functions of the various departments.

Warren County has remained largely rural, except for the towns of Phillipsburg, Washington, and Hackettstown. These towns, plus the suburban municipalities adjoining them, are the major centers of population, business, and industry. These areas are located along what has always been one of the County's major transportation corridors. Route 57, originally the Morris Turnpike, passes through the area, linking the Lehigh Valley to the west and Morris County to the east. In 1831, the Morris Canal opened within this same transportation corridor and became a major force in the economic development of the area. After 1850, the railroads connected the agricultural areas of Warren County to metropolitan markets in Newark and New York.

Phillipsburg, Hackettstown, Washington, and Belvidere also thrived because they provided commercial support services for the farmers of the region. Agriculture continues to play a strong part in the economy of Warren County. The County continues to lead the State in the production of milk, dairy cattle, feed corn, and eggs.

During the nineteenth century, these four towns also became the centers of industry in Warren County. Nonagricultural employment now represents approximately 96 percent of the County's total employment, with manufacturing representing almost 27 percent of that. This is the highest percentage of manufacturing employment among the State's 21 counties.

Until the mid-1960s, most of the population growth in the County continued to occur in and around Phillipsburg, Hackettstown, and Washington.

At that time, a noticeable change began to occur in these patterns as residential development spread out onto what had been farmland. Except for a short period in the 1970s when there was a gasoline shortage, these automobile-based development patterns and the commuter traffic they generate continue to characterize the County's growth.

Warren County Historic Sites

*(On the State or National Historic Registers
or Considered Eligible for Those Registers)*

Explanation of Codes

SR = on the New Jersey Register of Historic Places.

NR = on the National Register of Historic Places.

SHPO opinion = an opinion of eligibility issued by the
State Historic Preservation Office.

Determination of eligibility = issued by the Keeper of the
National Register, National Park Service, Department
of the Interior; a formal certification of eligibility.

ALLAMUCHY TOWNSHIP

1. Bird House Archaeological Site, SHPO opinion 12/30/93.
2. Saxton Falls Dam Complex, SHPO opinion 12/30/93. Contributing to the Morris Canal Historic District, this nineteenth-century complex is located on the Musconetcong River below Saxton Lake. It originally consisted of a lock and lock house, a store, and several nearby farms. A total of 10 historic structures have been recorded here.
3. Industrial Archaeological District (Morris Canal District), SHPO opinion 12/30/93. See also numbers 12, 17, 29, 40, 43, 59, 71, 76.

ALPHA BOROUGH

4. Central Railroad of New Jersey, Main Line Corridor Historic District, SHPO opinion 7/19/91; determination of eligibility 11/30/95. See also numbers 16, 54, 64. The Central Railroad of New Jersey (CRRNJ) played a vital role in the nineteenth-century industrial and commercial development of the State by being the first railroad to connect the coal mines of Pennsylvania with the port of New York

and the industrial centers along the route. The CRRNJ was a major shipper of New Jersey iron ore to furnaces in the Allentown-Bethlehem region of Pennsylvania. The railroad also carried passengers and so promoted suburbanization along its route and the development of many major towns, including Jersey City, Bayonne, Elizabeth, Bound Brook, Somerville, and Phillipsburg. It also carried immigrants to the central states. Many buildings and structures built in connection with the rail line are also of architectural and engineering significance. The railroad is no longer in use in Warren County but retains its integrity as a linear historic district.

5. Hamlin Historic Archaeological District, SHPO opinion 3/18/83, determination of eligibility 4/15/83.

6. Still Valley Prehistoric District, SHPO opinion 3/18/83, determination of eligibility 7/7/83. See also numbers 20, 68. This series of about four or five archaeological sites is located where Alpha Borough and Pohatcong and Greenwich Townships meet, near Interstate 78.

BELVIDERE

7. Belvidere Historic District, SR 4/27/78, NR 10/3/80. At the center of this district is the County courthouse (circa 1825) and the County green, around which are many Victorian homes. The district is bordered by Market and Race Streets, Greenwich and Mansfield Avenues, and the Pequest River. Belvidere was first surveyed in 1716, when it was divided into two farm tracts, with the upper tract granted to William Penn. The settlement was an important water power and transportation site, especially after the mid-eighteenth century; but the biggest boom came after Belvidere was chosen as the County seat in 1825. Much of the physical evidence of that period remains in the approximately 260 major buildings contained in the district.

BLAIRSTOWN TOWNSHIP

8. Blair Presbyterial Academy, SR 9/5/89 (entire campus) , NR 1/24/92 (part of campus). This building, on the Blair Academy campus, was built about 1848 as the original schoolhouse for the children of Presbyterian ministers. The school was established by John Insley Blair (1802-1899), a Blairstown native who

became one of America's wealthiest citizens. Beginning with local businesses, this railroad magnate and banker went on to develop 20 railroads—including the Lackawanna and Western and the Union Pacific—and to amass a fortune of \$70 million. This original one-room coeducational schoolhouse evolved into today's 315-acre private preparatory school. In 1855, a Greek revival porch and a belfry were added to the original one-story, stucco-on-stone schoolhouse.

9. Delaware Lackawanna & Western Railroad Cutoff Historic District, SHPO opinion 3/22/94. See also numbers 13 and 37. Built between 1808 and 1822, the Cutoff was designed to shorten the route from the New York City area to Buffalo, New York, by creating a straight, flat 'bee-line' across the ridges and valleys of Sussex and Warren Counties. It runs for 28 miles from Lake Hopatcong to just below the Delaware Water Gap, where it crosses the river into Pennsylvania. Still considered an engineering marvel, this line also carried coal, mail, and passengers from Pennsylvania to New Jersey and took milk and ice from local creameries and icehouses for sale in the New York-New Jersey urban areas.

10. Roy's Theater, certification of eligibility 11/27/95. Located at 28 Main Street and built in the early 1900s, Roy's Theater provided live theatrical performances and silent movies before the 1930s and sound motion pictures in subsequent years. Its large stage accommodated many public and political forums. Long neglected, the building is now being rehabilitated.

FRANKLIN TOWNSHIP

11. Asbury Historic District, SHPO opinion 8/27/92, SR 11/2/92. This district encompasses almost the entire village of Asbury, including Routes 623 and 643, Maple Avenue, Kitchen Road, and School Street. There are 148 buildings or sites, mostly from the nineteenth century, with a few from the eighteenth. The first grist mill on the Musconetcong River was built here in the late 1700s. The village was named for Bishop Francis Asbury, a founder of American Methodism, who laid the cornerstone in the Methodist Church here. This was the first Methodist congregation in northwestern New Jersey to organize and the second to build a

church. In 1895, Harry Riddle established a graphite mill here, one of the few adaptations of water power to an important twentieth-century industry.

12. Morris Canal, SR 11/2673, NR 10/1/74. See also numbers 2, 12, 17, 29, 40, 43, 59, 71, 76. The Morris Canal includes portions of 28 New Jersey municipalities. In Warren County, these include Franklin, Greenwich, Hackettstown, Lopatcong, Mansfield, and Phillipsburg, which was the western terminus. Completed in 1831 and then extended to Jersey City on the Hudson River in 1836, the Canal was 102.3 miles long, plus another 7.01 miles in navigable feeders to some of the lakes that supplied its water. Among the lakes and streams that served as reservoirs for the Canal are Lake Musconetcong, Cranberry Lake, Waterloo Lake, Saxton Falls, Lopatcong Creek, the Rockaway, Passaic, Hackensack, and other major and minor streams. Between Phillipsburg and Jersey City, the Canal's rise and fall was 1,674 feet. Only 225 feet of that were overcome by ordinary locks—10 locks west of and 22 locks east of the summit elevation at Lake Hopatcong. The rest of the rise and fall was accomplished by 23 inclined planes, which carried canal barges up or down on railroad cradles. The average 10 feet of lift in a lock and the average 63 feet of lift on an inclined plane were accomplished in about the same period of time, eight minutes. The Morris Canal was the inspiration of George P. McCulloch of Morristown, who saw it as a cheap way to bring anthracite coal from Pennsylvania to the iron industry of New Jersey and vice versa. The Canal helped bring into existence some of the nation's largest iron and steel manufacturers, such as the Bethlehem Iron Company, later to become Bethlehem Steel. Coal delivered to New York City via the Canal also promoted the industrial, commercial, and population growth of that metropolis. The Canal began to fail soon after the Civil War, largely because of the railroads. By the turn of the century, it was barely operating; it was closed and drained in the 1920s.

FRELINGHUYSEN TOWNSHIP

13. Delaware, Lackawanna & Western Railroad Cutoff Historic District. See number 9.

14. Johnsonburg Historic District, SHPO opinion 8/27/92, SR 9/2/92, NR 10/15/92. From 1753 to 1765, this rural village was the county seat of what was then Sussex County. A jail was built in 1753, for which the village was originally named Log Gaol. There are numerous historic sites and homes, including the beautiful clapboard Robert Blair home (1750), the stone “Mission House” (1751), the Dark Moon Cemetery, the Johnsonburg Christian Cemetery, and the stone Christian Church (1846). This historic district includes Allamuchy and Mott Roads and Routes 519 and 661. Elsewhere in Frelinghuysen is the oldest bridge in Warren County over the Paulinskill on Hen’s Foot Road (built circa 1770).

GREENWICH TOWNSHIP

15. Allshouse/Oberly Property, SHPO opinion 3/18/83. See number 63, Pohatcong Township.

16. Central Railroad of New Jersey, Main Line Corridor Historic District. See number 4, Alpha Borough.

17. Morris Canal. See number 12, Franklin Township.

18. North Bloomsbury Historic District, SHPO opinion 3/3/93. This is a group of about a half-dozen buildings, including Tinsman’s farmstead, on the banks of the Musconetcong River along what is now Route 173. They date from the late 1700s to early 1800s. Greenwich was one of the earliest centers of settlement in Warren County, and this was one of its original villages.

19. Stewartsville Village Historic District, SHPO opinion 8/27/92. This early nineteenth-century village was an important social, trade, and transportation center for rural Greenwich, which then was the largest municipality in Warren, occupying almost two-thirds of the County. This village was a crossroads where the Morris Canal, the State’s first turnpike, and the New Jersey Central Railroad met.

20. Still Valley Prehistoric Site. See number 6, Alpha Borough.

21. Voorhees/Shimer Property, SHPO opinion 3/18/83. See number 69, Pohatcong Township. Located in Still Valley in Greenwich and Pohatcong Townships, the original one-and-a-half story house of stuccoed stone was built

before John Shimer arrived in the area in 1800 from Pennsylvania. A two-story addition dates to the early nineteenth century.

22. Kennedy House and Mill, SR 3/25/96. Located on the north bank of Pohatcong Creek, this picturesque cluster of nineteenth-century stone structures includes two small outbuildings and the abutments of an 1838 bridge. Across Route 173 is the Greenwich Presbyterian Church, whose parish house has a section from 1815-25.

23. Muchler House, SHPO opinion 1/8/99. On Route 57 where it crosses Merrill Creek and near the Morris Canal, this house is contained within the roughly four-mile long Stewartsville Historic District.

24. Schillinger House Site, SHPO opinion 1/8/99. On Route 57 where it crosses Merrill Creek and near the Morris Canal, this site is contained within the roughly four-mile long Stewartsville Historic District. Also known as Schillinger's Mill, the site is in the former village of Coopersville at the juncture of Lows Hollow Road and Route 57. It dates from the late 1800s.

HACKETTSTOWN

25. Clarendon Hotel, SHPO opinion 1/23/79. At 109 Grand Avenue, this 1878 building was originally called the Clarendon House.

26. Hackettstown Historic District, determination of eligibility 9/26/79. This district encompasses the nineteenth century hub of the town, running from Main to Jefferson Streets and from Water to Liberty Streets.

27. Hackettstown Main Street Commercial Historic District, determination of eligibility 10/26/79. This is part of the larger Hackettstown Historic District (see above, number 26) and runs from David's Country Inn on the east end of Main Street to the railroad crossing at the west end. The oldest buildings are at the eastern end near the Musconetcong River. The district includes three churches, as well as residences and commercial buildings. Of the 92 buildings, about half are from 1850 to 1900, with the rest ranging from 1800 to 1950.

28. Hackettstown Iron and Manufacturing Company's Warren Furnace,

SHPO opinion 12/21/94. This furnace was located on Trout Brook, upstream of the New Jersey Fish Hatchery.

29. Morris Canal. See number 12, Franklin Township. The Canal Apartments at the eastern end of Hackettstown's Main Street mark the place where the canal passed through this town.

30. Seay Hall, certification of eligibility 12/7/90, SR 4/21/97. This is the main building at Centenary College, located at 400 Jefferson Street. The Centenary Collegiate Institute was chartered in 1867 by the Newark Conference of the Methodist-Episcopal Church. Hackettstown was then a small manufacturing town on the Morris Canal. The original structure, built in 1874 with five stories and a 600-seat chapel with a pipe organ, burned in 1899. Seay Hall replaced it in 1901. The three-story building is iron framed and is an example of Beaux Arts Classicism. On either side are two dormitories in the Italian Renaissance style. There is a chapel on the second floor and large formal front parlors on the first floor.

HARDWICK TOWNSHIP

31. Spring Valley Christian Church, SR 8/7/97. On Spring Valley Road north of Route 521 are the stone ruins of this country church and cemetery. Built in 1840 to 1843, the church served a small farm community. It is one of the few remaining examples of the Christian Connection, an important denomination from 1824 to the twentieth century and the first purely American religion not affiliated with any European church.

HARMONY TOWNSHIP

32. Scotts Mountain Rural Historic District, SHPO opinion 6/25/80, second opinion 7/7/81, determination of eligibility 5/11/81. At the southwest end of Scotts Mountain, this district originally consisted of 26 nineteenth-century farmsteads and five prehistoric sites. The Merrill Creek reservoir covered many of the old homesteads in this once isolated mountain community. Most of the remaining ten farmsteads are just foundations. This community appears on maps by the early eighteenth century.

HOPE TOWNSHIP

33. Hope Historic District, SR 6/13/73, NR 7/20/73. This district includes Union, High, Hickory, and Walnut Streets, Beaver Brook, Mill Race, and the Route 519 and 521 areas of the village. This village was an offshoot of the eighteenth-century Moravian Community in Bethlehem, Pennsylvania. Begun in 1768, the Hope community was disbanded in 1808 because of financial difficulties within the mother church. Like all Moravian Communities of that era, work was shared and the sexes were somewhat segregated. Most of the buildings date from 1769 and are of irregularly faced limestone. The brick-arched window lintels are a typical Moravian detail. Notable buildings include the Grist Mill, with a 1,000-foot-long mill race hewn of solid slate and measuring 22 feet at its deepest point (1769-1770), and the Gemeinhaus with its separate staircases for men and women. The latter served as the County courthouse before the current one was built in Belvidere. There are many stone houses and barns still standing within the village and along nearby roads and also a Moravian distillery. Also in the village is St. Luke's Church, a fine example of the Gothic Revival style built in 1834 of faced limestone.

INDEPENDENCE TOWNSHIP

34. Great Meadows Railroad Station, SR 2/9/89, NR 4/29/89. On Cemetery Road between the villages of Vienna and Great Meadows, this station lies on the abandoned Lehigh and Hudson River Railway. It is just south of the bridge that carries Route 46 over the rail line. Established in 1882 for passengers and freight, the site now consists of four well-preserved frame buildings: the Stick-style passenger depot, a freight house, a workmen's shanty, and a small coal shed. Parked next to the station but not within the historic designation is an 1880s passenger car from another railroad. The depot has been restored based on old photographs and serves as offices for the present owners' engineering firm. This rail line allowed local farmers to grow and ship perishable produce and so was instrumental in the reclaiming of the Great Meadows muck lands for agricultural use. This station is only one of two nineteenth-century stations to have survived in Warren County and is the only one to still have all its structures.

KNOWLTON TOWNSHIP

35. Camp Weygadt, SHPO opinion 9/16/93. Located in the Delaware Water Gap National Recreation Area, this Boy Scout camp was built on the former Worthington estate. It is a former miner's camp associated with an early twentieth-century attempt to mine copper in Pahaquarry.

36. Delaware Valley Historic District, SHPO opinion 8/27/92. This village is located in the southwest part of the Township on a narrow shelf of land between the Delaware River and a tall mountainous knob of limestone. As early as 1815 to 1820, there were three houses here, including the Dr. Jabez Gwinnup house on Ann Street and the Presbyterian parsonage on Valley Street. The village grew after the Delaware, Lackawanna & Western and the Warren Railroads were opened in 1856 and 1857. John I. Blair, president of the Warren Railroad, owned most of the land in the village and had it surveyed into squares and lots.

37. Delaware, Lackawanna & Western Railroad Cutoff Historic District. See number 9, Blirstown Township. In Knowlton, the Hainesburg or Paulinskill Viaduct crosses the Paulinskill River just outside the village of Hainesburg. This viaduct, a slender span of repeating arches and one of the earliest large-scale uses of reinforced concrete, is still a wonder, rising high above the river and towering over the treetops. The Hainesburg Junction station house still exists, although it is in bad repair.

38. Fairview Schoolhouse, SR 12/20/76, NR 8/12/77. Located within Fairview Cemetery on Dean Road, this small octagonal building with a central octagonal chimney was built in 1835 of stucco over irregularly faced stone. It was long known as the Knowlton School, but the school was abandoned in 1874.

39. Warrington Stone Bridge, SR 3/28/77, NR 12/16/77. This beautifully designed rustic bridge of stone across the Paulinskill River was built in the second quarter of the nineteenth century. Its six barrel vaults are outlined with square-faced stones, in contrast to the rest of the structure, which is of rough-faced stone.

LOPATCONG TOWNSHIP

40. Morris Canal. See number 12, Franklin Township.

MANSFIELD TOWNSHIP

41. Beattystown Historic District, SR 8/10/90, NR 9/28/90. Along Route 57 west of Hackettstown, this charming old village has the Musconetcong River on one side and newer development on the other. The houses, many of which need attention, date from the eighteenth century and are very close to the road. The early inhabitants were farmers, many of whom also worked in the many local limestone or shale quarries. The village is now threatened by the construction of a huge shopping mall at its edge along Route 57.

42. Miller Farmstead, SR 9/28/88, NR 9/11/89. Partly in Lebanon Township, Hunterdon County, this farm complex straddles the Musconetcong River just north of Penwell where Route 57 meets Watters Road. The well-maintained complex consists of a house, tenant house (the only stone structure), overshot-bank barn, wagon house, and several other small structures. There is also an overgrown, stone-walled family graveyard. A triple-arched nineteenth-century stone bridge carries a continuation of Watters Road (Old Turnpike Road) over the river, and a similar bridge carries the highway over the creek. There are two eighteenth-century buildings on either side of Watters Road, while the main farmhouse and braced-frame barn complex date mostly to the mid-nineteenth century.

43. Morris Canal. See number 12, Franklin Township.

44. Mount Bethel Methodist Church, SR 11/26/73, NR 2/29/80. The oldest Methodist edifice in Mansfield, this stone church was built in 1844 in a meeting-house style but reflects eighteenth-century designs rather than styles that were current when it was built. It was built on the site of an earlier log church. The land for the church was donated in 1796; and in 1809 the village and congregation were named Mount Bethel by Bishop Francis Asbury, America's first Methodist bishop. The cornerstone of this building was laid in 1844, and the church was built for about \$2,600. In the cemetery are two of the early owners of the land, Dr. Robert Cummins (1742-1806) and James Egbert (1742-1817).

45. Penwell Lime Kiln #1, SHPO opinion 10/16/93. Located off Route 57 near Penwell Road, this kiln is one of many found in every municipality in the County. They date from the nineteenth century and were often, as here, built at the

side of the road. They vary in style from barrel arched to Gothic vaulted but the purpose was the same, to burn limestone rock to produce lime used to *sweeten* farm fields or sold in urban areas for various uses.

46. Port Murray Historic District, SR 4/26/96. The Morris and Essex Railroad (built in 1850) and the Morris Canal (completed in 1831) passed through this village on the western edge of the Township. Since this was the only railroad station in the area, Port Murray became the most important village. The upper section of the village retains the aspect of a compact village surrounded by open country. Remains of the canal include a section with water and parts of the towpath. The railroad station still stands and is being restored, along with three rowhouses built for dairy workers at the turn of the century. The village's neighborhoods contain good examples of regional vernacular architecture from the early nineteenth to the early twentieth century, as well as some of the more formal styles of the second half of the nineteenth century. The Port Murray site was first surveyed in 1752.

OXFORD TOWNSHIP

47. Oxford Industrial Historic District, determination of eligibility 8/18/77, SR 8/16/91, NR 8/27/92. This district encompasses Route 31, Belvidere, Buckley, and Washington Avenues, Jonestown, and Mine Hill Roads, Academy and Church Streets, with Oxford Furnace and Shippen Manor at its center. Until the 1880s, this was the major industrial center in Warren County, having a furnace, foundries, rolling mills, and other iron-working operations. The Oxford area, and the many iron mines surrounding it, were historically important from 1740 to 1900. A stone grist mill is now the Methodist Church.

48. Oxford Furnace, SR 9/11/70, NR 7/6/77. This was the third Colonial charcoal iron furnace built in New Jersey. Construction began in 1741, with the first blast occurring in 1743. This furnace operated continuously from 1743 to 1788, the longest continuous operation of any Colonial furnace. It was built by Jonathan Robeson on land co-owned with Joseph Shippen. Important technological advances were made here, and the furnace's nineteenth-century owners imported coal by railroad from Slocum's Hollow (now Scranton), Pennsylvania.

49. Oxford Historic District, SR 9/11/70. See number 47.

50. Shippen Manor, SR 1/10/77, NR 11/7/77. Built about 1754 by Joseph and William Shippen, members of a prominent Philadelphia family, this large stone building was the ironmaster's residence until 1850, when it became a company boarding house. From its prominent site on a hillside overlooking the village, this house has been a landmark for over 200 years, including during Oxford's most prosperous decades as an iron mining and manufacturing center. It was restored by the Warren County Cultural and Heritage Commission with grants from the New Jersey Historic Trust and was opened as a County museum in 1994.

PAHAQUARRY TOWNSHIP (now consolidated with Hardwick Township)

51. Appalachian Trail, SHPO opinion 6/14/78, determination of eligibility 10/2/78. The 400-foot-wide right of way for this trail travels the length of the former Pahaquarry Township and then continues through Sussex County to the northernmost corner of Passaic County. The Appalachian Trail was the first trail to run the length of the eastern seaboard, from Mt. Katadin, Maine, to Stone Mountain, Georgia.

52. Old Mine Road Historic District, SR 10/2/75, NR 12/3/80. The Old Mine Road ran from Esopus (now Kingston), New York, down through New Jersey's Minisink Valley, crossing through the modern-day townships of Montague, in Sussex County, and Pahaquarry (now part of Hardwick), in Warren County. Located on a natural shelf of land between the Kittatinny Mountains and the Delaware River, it was probably an old Indian foot trail. In the early 1700s, pioneers gradually widened the trail for wagons; but there was no settlement of any size in the area until much later in the century, around the time of the Revolution. Recent historical research has disproven the long-standing legend that the Old Mine Road was used in the 1600s by the Dutch to travel from Esopus to copper mines at Pahaquarry and that this was therefore the oldest commercial highway in America. This legend has its source in the early 1800s, but historians have shown that Dutch mining technology and transportation in the 1600s were not adequate to work the Pahaquarry mines. Some mining was attempted in the 1750s but it was not profitable and quickly

failed. In 1906, another attempt to work the mines failed. Miners' cabins from that time now are used by the Boy Scouts at Camp Weygandt (located in Knowlton Township). A recent book by Herb Kraft, The Dutch, The Indians, and the Quest for Copper, explores the Old Mine Road legend. The original route criss-crosses the route marked 'Old Mine Road' on current maps.

PHILLIPSBURG

53. Andover Iron Furnace's Concrete Faced Loading Ramp, SHPO opinion 1/13/78. The Andover Iron Company was located on South Main Street at Limekiln Road, where the Hess Gas Station now stands. The concrete loading ramp, behind the Andover Elementary School, is all that remains. One of the earliest major industries in Phillipsburg, this furnace was part of the Cooper-Hewitt iron operations, one of the most important iron works in the United States at that time. Built in 1848 and later enlarged, this furnace employed 200 men. It was on the Morris Canal, which brought in the New Jersey iron ore and the Pennsylvania coal to run the furnace and which later shipped out the finished pig iron. Within two decades of the furnace's opening, Phillipsburg's population quadrupled.

54. Central Railroad of New Jersey Main Line Corridor Historic District.
See number 4, Alpha Township.

55. P. Coal Site, SHPO opinion 9/16/83.

56. Dormida House, SHPO opinion 9/16/83, is on Carpentersville Road.

57. Doughty House, SHPO opinion 9/16/83, is on Carpentersville Road.

58. Main Street Historic District, SHPO opinion 7/21/92.

59. Morris Canal. See number 12, in Franklin Township.

60. John Roseberry Homestead, SR 10/18/72, NR 4/3/73. Located at 540 Warren Street, this stone house dates from around the period of the Revolution and is probably the oldest structure in Phillipsburg. This two-story, stone, center-hall Colonial home was built in the late eighteenth century by one of Phillipsburg's earliest and most influential settlers. The house has a bank cellar and other original details inside and out, although some later revisions were made. John Roseberry, Sr., was one of Phillipsburg's original settlers; and a member of the Roseberry

family sold 300 acres north of this house for new housing to accommodate the growth of Phillipsburg following the construction of the New Jersey Central Railroad in 1852.

61. U.S. Post Office, SR 1/31/86. Located at 361 Memorial Parkway, this cast stone structure was built under President Franklin D. Roosevelt's New Deal Works Progress Administration. It is now located on an island between two highways, at some distance from the old downtown area and from the newer malls. This building was designed using a standardized plan developed during the Depression for public buildings. About 1,300 buildings were put up under the WPA at a cost of \$700 million, the largest building program undertaken since the country's earliest decades. Although based on a standardized plan, Phillipsburg's Post Office has additional details that make for an impressive exterior and lobby. It is also in very good condition and has undergone very little modification.

62. Vargo House, SHPO opinion 9/16/83, is on Carpentersville Road.

POHATCONG TOWNSHIP

63. Allshouse/Oberly Property. See number 15, Greenwich Township.

64. Central Railroad of New Jersey Main Line Corridor Historic District.

See number 4, Alpha Township.

65. Hixson/Skinner Mill Complex (Cole's Mill), SR 10/1/82, NR 12/2/82. This early nineteenth century, three-and-a-half-story, masonry and frame building is located on Still Valley Road. It is on Pohatcong Creek, one-half mile east of the village of Springtown. Included in the 2.5-acre site are the mill itself, its head and tail race, the miller's house and a guest house and garage, as well as a small pony pratt bridge. Alterations or additions were made to the mill in the mid-nineteenth century and in 1968. This water-powered site had been in use since the eighteenth century and is still operating, although it now uses electrical power. The water powered works and the equipment and machinery are well preserved.

66. George Hunt House (SR 7/5/79; NR 9/12/79). Located at 135 Warren Glen Road, this I-shaped stone house is 2.5 stories tall and only one room deep. Built in 1825, the house has a slate roof, an attached cellarless summer kitchen, and

many other original features including cupboard stairs beside the kitchen fireplace, Norfolk latches, and chamfered four-paneled doors.

67. Seigle Homestead, SR 1/10/77; NR 11/7/77. Built in 1793 by Benjamin Seigle, this is the only surviving two-story log structure in Warren County. The Seigles were the first purchasers of land in the village of Seigletown, also called Middleville, and the family also owned mills and a pottery. The building is now located on Rieglesville-Warren Glen Road in Finesville.

68. Still Valley Prehistoric District. See number 6, Alpha Township.

69. Voorhees/Shimer Property. See number 21, Greenwich Township.

WASHINGTON BOROUGH

70. 162 East Washington Avenue, SHPO opinion 3/1/94. Now owned by Warren County, this building was originally the home of William Shields, a prominent nineteenth-century resident associated with the Delaware, Lackawanna & Western Railroad. In this century, the house was remodeled for use as a commercial building; and, in the 1960s, it was the Elks Hall.

71. Morris Canal. See number 12, Franklin Township.

72. Washington Railroad Station, SR 3/29/79, NR 7/3/79, demolished and removed from the registers. Built in 1900-1901 on the Delaware, Lackawanna & Western Railroad between Phillipsburg and Hoboken, this was the largest train station in Warren County. The station was the center of town life for nearly a half century, and people would gather to see the departure of the Chicago Limited with its steam locomotives, its wealthy passengers, and a new phenomenon, the travelling salesman. The station was demolished in the early 1980s because of extensive structural deterioration.

WASHINGTON TOWNSHIP

73. Bowerstown Historic District, SR 3/13/96, NR 5/10/96. When the Morris Canal was completed in 1831, Jesse Vanatta built an iron foundry north of Washington Village on what is now Old Bowerstown Road. Here he manufactured cast-iron plows, iron hardware, and pots and pans. Being near the Oxford Furnace and across the road from the Morris Canal, he had easy access to iron and

transportation. The stone foundry building is now occupied by the Warren Hill Board of Education. Around the corner, down Plan Road, stands the huge stone ruin of the Peter Van Doren grist mill (1838). The mill was built along Plane #7 West, which raised Morris Canal barges 73 feet by carrying them up the plane slope on railroad cradles. In 1870, the mill did \$92,000 worth of business; but railroads soon began to eclipse the canal. The old brick house nearby was built at the same time. Despite modern development, the hamlet retains its rural feel and the Pohatcong Creek still rattles through the mill race.

74. Carhart Farmstead, SHPO opinion 10/12/95).

75. Imlaydale Historic District, SR 2/6/91, NR 3/27/91. Nestled in a dell off Route 31 on the north bank of the Musconetcong River is a tiny hamlet encircling what was once one of the most prosperous mills in the County. Now a private home, the mill was built circa 1800 by the Bowlby family. In 1832, mill owner Thomas Stewart built the handsome sandstone house. Peter Cramer later built the Victorian Italian Villa style home. The mill was still in business in the 1950s as a feed store. This district extends into Hampton Borough and Lebanon Township, in Hunterdon County.

76. Morris Canal. See number 12, Franklin Township. In Washington Township, there were three canal stores, at Brass Castle, Bowerstown, and Port Colden, lock #6, and inclined planes # 6W and 7W; the plane tender's house still stands on Plane Hill Road.

77. New Hampton Pony Pratt Truss Bridge, SR 9/13/76, NR 7/26/77. On Rymon Road over the Musconetcong River between Warren and Hunterdon Counties, this is one of the few remaining examples in the United States (one of three in New Jersey) of this early type of prefabricated cast-iron bridge. It has had very few alterations and remains in excellent condition. It was built in 1868 by William Cowin of Lambertsville. The Pratt truss, originally of wood but later completely of iron, was America's first scientifically designed truss bridge. Later, in modified forms, the Pratt bridge became the standard all-steel truss bridge for American highways and railroads.

78. Pleasant Valley Historic District, SR 12/20/93, NR 2/18/94. On Mill Pond Road off Route 57, west of Washington Borough, this charming group of buildings on a winding country road includes the Sherred Mill (1790) on Pohatcong Creek, which was rebuilt on the original foundations after a fire, and the Sherred House (circa 1790), where the miller lived.

