

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NCRS use only  
received JUN 9 1983  
date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic Lambertville Historic District

and/or common

**2. Location**

street & number <sup>NJ and NJ 179</sup> Route 29 A Route 179 N/A not for publication

city, town Lambertville N/A vicinity of congressional district

state New Jersey code 34 county Hunterdon code 019

**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 checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input checked="" type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name Multiple

street & number

city, town N/A vicinity of state

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Hunterdon County Courthouse

street & number Main Street

city, town Flemington state New Jersey

**6. Representation in Existing Surveys**

title New Jersey Historic Sites Inventory - D & R Canal has this property been determined eligible?  yes  no

date 1979 - 1981  federal  state  county  local

depository for survey records Office of Historic Preservation

city, town Trenton state New Jersey

# 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved    date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

**Describe the present and original (if known) physical appearance**

DESCRIPTION

The Lambertville Historic District encompasses almost the entire city of Lambertville. Laid out in a grid street plan, the City and the historic district are in the shape of a narrow strip, formed between the Delaware River on the west and a steep bluff to the east. The north-south linear quality of the city and district is made more pronounced because the Delaware and Raritan Canal, a railroad line, and State Highway 29 all pass through town, running parallel to the river and the bluff. Route 29 is known as Main Street in Lambertville, which joins with Union Street as the major north-south thoroughfares. Bridge Street, which runs east-west slightly south of the geographical center of the city, is the principal street in Lambertville.

The Lambertville Historic District contains structures used for residential, retail and manufacturing purposes. These uses are thoroughly mixed in Lambertville, so that any block might contain a neighborhood store, a former mill or present-day light manufacturing concern, and several homes. Furthermore, the residential structures are also difficult to organize into patterns, both in terms of architectural style and in terms of single family detached homes, duplexes, and row houses.

There are, however, some broad patterns that do emerge from a careful examination of the historic district. The most obvious of these is the role of Bridge Street as a retail core for Lambertville. This street is almost exclusively given over to shops, restaurants, offices, and other commercial uses. The concentration of retail establishments extends a block or two on either side of Bridge Street on North and South Union, North and South Main, and on Route 179.

Traditionally, Lambertvillians have divided their residential neighborhoods into two general sections, with Bridge Street serving as the dividing line. The south end of town is thought of as less affluent than the north end, and this can be generally confirmed by looking at the homes. There is a greater concentration of homes with high architectural style north of Bridge Street than south, and there is generally better preservation of the homes' historic architectural qualities.

Another pattern in the residential structures is that houses of more modest style, and houses with the least integrity to their original style are most often found on the outer edges of the district. On the north end of town, for instance, there are very few high style structures north of Buttonwood Street. East of North and South Main Streets the same condition prevails (With the notable exception of the Holcombe Farm.) The structures south of Mt. Hope Street are also generally less significant architecturally. Intrusive modern architecture is more likely to be found on the edges of the district also, but only 15% of the structures in the district can be so classified.

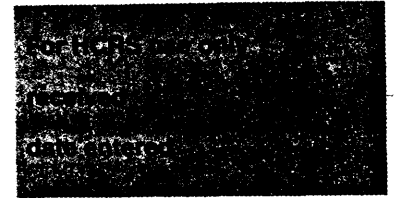
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There is no manufacturing district in Lambertville. Both historically and at present they have been spread throughout the town to a remarkable degree. They do, however, tend to be located on the western side of the city, where they could take advantage of the nearby canal and railroad line.

The 1150 buildings in the district are very densely sited. Most building lots are 25 to 30 feet wide and 100 feet deep. Even on North Union Street, which has most of the larger lots in town, a lot rarely exceeds 100 x 100 feet. Over 75% of the structures in town either sit directly on or are within 10 feet of the sidewalk, leaving little room for yards, grass, or large trees. A vast majority of the structures have open front porches at the street level, often with hanging plants and surrounding low shrubbery, giving the town a distinctly pedestrian oriented quality.

The urban character of the town is reinforced by the large number of attached structures; approximately 25% of the structures in Lambertville are row houses or stores and offices in strips. Row houses first appeared in Lambertville around 1860, and continued to be built through the balance of the 19th century. The two largest blocks of row houses are a strip of ten built on Swan Street in 1874 and 12 identical attached homes built on North Union near Elm in 1898.

The most popular building type is the duplex. Accounting for 50% of the housing stock, these buildings were constructed as early as 1830. However, on Elm Street there is a row of seven identical duplexes built in 1891 and on North Union Street are eight identical duplexes which were built in 1895.

The remaining 25% of the buildings are free standing, the majority of these are single family houses located north of Delevan Street where the lot sizes are larger. Sixty-one percent of the structures are brick load bearing exterior walls with wood floors, and 36% are wood frame. Most of the buildings are two stories tall, although 1/3 are between 2 1/2 and 3 floors high, and contain between 1500 and 2000 square feet of living space. The largest structures are the commercial buildings on Bridge and Union Streets. These buildings are generally three stories tall and contain between 3000 and 6000 square feet.

The physical growth of Lambertville occurred primarily between the years 1800 and 1900, with the greatest boom following the Holcombe Farm subdivision north of Delevan Street in 1858.

A quick breakdown of building activity is as follows: before 1800, 1%; between 1801-1850, 12%; 1851-1860, 12%; 1861-1875, 30%; 1876-1883, 11%; 1884-1900, 19%; and after 1900 only 15%. During the first half of the 19th century, the buildings are generally vernacular adaptations of the classical Federal and Greek Revival styles.

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The first major building boom coincided with the construction of the Lambertville-New Hope Bridge and the opening of Bridge Street in 1812. The oldest structures on this street appear to be the Philip Marshall House, 60 Bridge Street (06.69.12), the Lambertville House at 30-32 Bridge Street (06.69.8), and 51 Bridge Street (06.77.13), all three built in 1812. The stone vernacular style portion of the Lambertville House was enlarged in 1851 and altered again 1888. Both of the other structures are in the Federal style, but 51 Bridge Street is a more refined and high style example. This house is 2 1/2 stories tall with arched dormers and paired chimneys and has a semi-circular transom with Gothic sash above the single door. The Philip Marshall House, on the other hand, is simpler in its design and detailing, with a rectilinear entrance with transom and sidelights. There are several other structures along Bridge Street similar in styling which have been altered over the years. At 44 Bridge Street (06.69.10) is the William Stryker House, 1827, and the two paired houses built by William and Dennis Hall in 1830 at 6-10 Bridge Street (06.69.09 to 06.69.11) are Federal style houses with later alterations.

The house at 18 North Union Street (06.67.13), built c. 1840, displays the transition between the Federal and Greek Revival styles. Although the house has Federal styled end chimneys and originally had arched gable dormers (removed c. 1960) there is a fully developed Greek Revival entrance and cornice, complete with metopes and blocks with gutta.

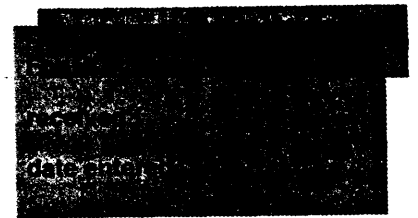
An example of a Greek Revival wood frame residence is located at 31 Church Street (06.67.24). Built c. 1830 this house features splayed windows and door surrounds with shoulders and flat projecting pediments. A striking example of the Greek Revival style is the Union Presbyterian Church, 29 North Union Street (06.67.01). Built in 1853, it has a temple front with four Doric pilasters, entablature and cornice. The entrance with projecting lintel supported on consoles is of the Greek Revival style and the church is similar in proportions to the Dutch Reformed Churches in Griggstown and East Millstone, two other communities that adjoin the D & R Canal.

With the increased traffic on the Delaware and Raritan Canal and the Belvedere-Delaware Railroad in c. 1851, Lambertville's prosperity grew and new styles began to appear. The most visible impact of this change was the construction of the commercial block along the east side of North Union between Church and Coryell Streets. Begun in 1853, the People's Store at 30 North Union (06.64.12) appears to be the first example of the Italianate style built in Lambertville. The three story building has arched windows with projecting lintels, bracketed sills, and four over four window sash and is crowned by an aggressive full blown Italianate cornice, complete with paired brackets and dentils. The remainder of the commercial block, 32-38 North Union Street, (06.64.13 to 06.64.15), was built between 1853 and 1860. These buildings are of a vernacular Italianate style.

Most of the commercial buildings have been altered at the first floor, but the massing and architectural detailing above this level remain for the most part intact. For example, the cornice, while not as elaborate as that on 30 North Union, has large scrolled consoles and bead and ball moldings.

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Residentially, the Italianate movement most prominently displayed arched windows and bracketed cornices on otherwise vernacular structures. This treatment became prevalent on many of the duplexes in town, and lasted well into the late 19th century. In addition, many residents, wanting to show their stylistic conscienceness, added bracketed cornices to their older Federal or Greek Revival houses.

The Italianate period reached its zenith, however, in the detached house. The most outstanding example of the Tuscan Revival style can be seen in the William Cowin House, 119 North Union (06.43.14). Built in 1867 for a wealthy industrialist, this town house combines all the elements in a picturesque mass, so often seen in the pattern books of the Victorian period. The Tuscan Revival style in its pure form was relatively short lived. In other examples a tower was added to an earlier house, as in 18 Jefferson (06.46.01), or vertical elements associated with the pointed or French Second Empire styles were combined.

The Romanesque Revival style is best represented by two of the town's churches. The Methodist Episcopal Church, 108 North Union (06.48.20), built in 1865 to the designs of architect Mr. Finch of Trenton, features rounded headed windows and doors, corner buttresses, recessed panels, and corbelled cornice. The corner tower incorporates many of the same features and gives the church a picturesque quality. The First Baptist Church, 61 Bridge Street (06.77.15), was built in 1868 to the designs of architect David S. Gendell of Philadelphia. Also utilizing the characteristic round headed windows and doors, the Baptist Church has a more formal central tower and symmetrical facade exhibiting a Gothic entrance. Both the Methodist and Baptist churches are similar to examples seen in the pattern books of the day.

The French Second Empire style, like the Italianate style before, lasted into the 1890's, was used on commercial as well as residential structures, and was adapted by earlier structures to "modernize" them. Two of the earliest Empire examples are the Wilson Bray House, 147 North Union (06.35.19), built in 1877, and the A.H. Holcombe House, (06.58.01), located on the northeast corner of York and North Union Streets, built c. 1873. The Bray House, a two family brick structure featuring a Mansard roof with fish scale slate tiles, Mansard dormer with latticed barge board screen, cornice with paired "s" consoles and round arched windows with keystone lintels, is more eclectic in its style. The Holcombe House is also a high style example with its concave Mansard roof, paired brackets, and gabled dormers. The projecting center tower with its two mansard roofs and paired arched windows are features found in both Italianate and Second Empire houses. The Job Silvers House, 82 North Union (06.51.24), built in 1874, was designed by a local architect, Captain James Bird. Captain Bird designed several other residences and commercial structures in town before he went to work with Samuel Sloan of Philadelphia. The Silvers House has a belcast mansard roof with gabled dormers, bracketed cornice with dentil molding, gabled dormers, round arch windows, and projecting central tower. The tower features a convex mansard roof with round head dormers, and a triangular pediment supported by bracketed cornice with dentils. This house was altered in the late 1890's by the addition of a Colonial Revival portico

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The second Empire style was also used on smaller duplex houses, 116-118 and 122-124 Clinton Street (06.27.18 & 19, and 06.27.21 & 22), built in 1869. Commercial application of the style can be seen in the office and show-room erected in 1881 at 202 North Union (06.21.27) for John Finney's Lambertville Spoke Factory.

As the town grew in prosperity in the third quarter of the 19th century as a result of the railroad's construction in 1851 and the Canal's boom period, those that could afford to or wanted to keep up with changing stylistic fashions employed the Eastlake and Neo-Grec styles. Primarily a style of detail and ornament rather than mass and plan type, Eastlake cornices and porches can be seen on many houses. Some of the better detailing can be seen on 50-52 Delaware Avenue (06.41.05 & 06), 1879; 51 Coryell Street (06.64.27), 1881; and 70 Delaware Avenue (06.41.12), 1882. The Cornelius Lake House, 44 Coryell Street (06.61.15), dates back to the early 19th century; however, in 1874 Captain James Bird added a new three story front in the latest fashion, combining Italianate styling in the porch and entrance with Eastlake decorations. The Eastlake detailing reached its zenith in houses such as 105-197 North Union (06.48.15 & 16), built c. 1873, the gable embellishments feature a crest finial, kingpost with paired ornamental pendants, corner-tie, diagonal braces, latticed screen and scrolled barge board trim.

Like the Eastlake detailing, Neo-Grec was primarily one of ornamentation. Utilizing brackets and dentils on the porch and along the cornice, 35 Ferry Street (06.35.54), c. 1883, and 42 Delaware (06.41.02), built in 1879, both are excellent examples of this type of enrichment.

The Queen Anne style lasted into the 20th century; 104 North Union (06.48.19), was built in 1903 with a large front gable with pent and an octagonal corner tower with ogee curved roof. As with other periods, older houses adopted Queen Anne motifs. One example is the R. J. Van Horn House, 77 North Union (06.51.20). The original house was built c. 1873, probably in the Italianate style, but it received a new front gable and roof in the Queen Anne style in 1882.

During the period 1860 to 1890 commercial shops with residential type facades were converted to Victorian shop fronts. In addition, new commercial structures of the period can be classified as Commercial Victorian, exhibiting Gothic and Italianate details as evidenced by 37-41 North Union Street (06.64.07 to 06.64.09). Two exceptional buildings of the Eclectic Commercial Victorian style are two club houses built on Bridge Street. The Masonic Building, 19-23 Bridge Street (06.77.02), designed in 1877 by the noted Philadelphia architect, Samuel Sloan, has a Gothic dormer with rounded window, and an elaborately bracketed Italianate cornice at the roof and first floor levels and Neo-Classical arched lintels with keystones at the second and third stories.

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5.

Likewise, the Odd Fellows Building, 26 Bridge Street (06.69.07), designed by Captain James Bird in 1879, can best be described as eclectic. Vaguely reminiscent of the first Philadelphia school and Frank Furness, the structure originally had a first floor storefront and Gothic arched sash and Eastlake styled doors. Approximately 25% of the commercial structures in Lambertville have been altered at the street level.

Another structure, the Pennsylvania Railroad Station (06.78.01), reputedly designed by Thomas U. Walter in 1873, combines a basic stone box with Italianate styled arched windows, stick style brackets, wall dormers and hipped gable roofs, all crowned by a wood cupola with an obelisk on top.

The industrial boom in Lambertville lasted from 1851 to 1900. Typical of the extent industrial resources of this period are the J. Bird Planing Mill, 199-201 South Main Street (07.10.08) and the Lambertville Rubber Company, 287 South Main Street (07.20.06). Approximately 25% of the historical industrial resources in Lambertville remain.

The last major structure to be erected in town in the 19th century was St. John's Roman Catholic Church, 40 Bridge Street (06.69.11). Designed by Edwin Forrest Durang and built in 1892, this church is one of the best examples in rural Delaware Valley of high Victorian Gothic Revival. Based on the Gothic churches of Europe, but with a corner tower with tall spire, this structure is very reminiscent of churches seen in the late Victorian pattern books.

By the 20th century new construction had all but ceased, and most new building took the form of replacement porches for old houses. Always wanting to stay in style, many of the older Italianate, New-Grec, or Eastlake porches were replaced by ones in the Colonial Revival style.

There were, however, several new houses built in the Neo-Georgian style, the best example being the Massey House, 42 York Street (06.58.07), built in 1909.

The remainder of the 20th century saw little in the way of stylistic excellence. Hard hit by closing industry and the Depression, Lambertville's citizens were not able to rebuild new houses in the latest style. Although 2-6 North Union (06.69.09) utilizes an Art Deco frieze, and the Amoco Service Station, c. 1929 (06.69.16) on the northwest corner of Bridge and Main Streets, is vaguely Streamline Modern, as is the Acme Market on South Union Street (06.82.12). The Acme is a rare surviving example of an intact early supermarket. Those few buildings constructed after the Second World War are nondescript, and do not add to the architectural quality of the town.

A building by building description for each structure in the Lambertville Historic District is on file in the Office of Historic Preservation; 109 West State Street.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates

Builder/Architect

## Statement of Significance (in one paragraph)

### SIGNIFICANCE

The Lambertville Historic District is almost entirely comprised of 19th century structures which reflect the growth of commerce and industry brought about by the erection of the Lambertville/New Hope Bridge in 1812, the introduction of the Delaware and Raritan Canal in 1833, and the completion of the Belvidere-Delaware branch of the Pennsylvania Railroad in 1851.

The City of Lambertville, almost all of which is included in the district, was a prosperous small scale industrial town throughout the 19th century. Its commercial and industrial prosperity promoted the development of homes, shops, small factories, churches, and public buildings of an urban character that clearly display 19th century middle and working class well being. Lambertville's fortunes began to decline at about the beginning of this century and the city entered a long period of physical stability which contributed to the preservation of its 19th century form. The district includes good, largely vernacular examples of most of the popular 19th century American architectural styles including Federal, Greek Revival, Italianate, Gothic Revival, French Second Empire, and Queen Anne style buildings.

In 1703 agents for the Council of West New Jersey met with two chiefs of the Delaware Indians in order to negotiate the purchase of some land along the Delaware River north of Trenton. They subsequently agreed on the exchange of 150,000 acres for a price of seven hundred pounds, a deal that gave the Colonial government over two hundred acres of land per pound sterling. This land was subdivided into many parcels and sold over the years to enterprising farmers or developers. The portion now occupied by the City of Lambertville was sold almost immediately as two lots; one of 3000 acres which ran from about the middle of Lambertville south along the Delaware River and was bought by Benjamin Fields, and the other of 350 acres between Fields' land and the Alexauken Creek which was bought by Richard Wilson of Pennsylvania.

The boundary between the two properties was called the "Bull line" and can still be traced on a property map of the city. Running eastward from the river, the bull line cuts diagonally between Delevan and Jefferson Streets and continues across Main Street to the Old York Road, now State Route 179.

In 1705 John Holcombe purchased the Wilson tract north of the bull line. In 1707 he erected the stone house on North Main Street which is now known as the Holcombe Farm or Washington's headquarters. Holcombe was not interested in developing the land except for farming purposes, however, and the farm he laid out served as the northern boundary of Lambertville as late as 1851.



# 9. Major Bibliographical References

See Continuation Sheets

# 10. Geographical Data

Acreeage of nominated property 198 acres

Quadrangle name Lambertville & Stockton

Quadrangle scale 1:24,000

UMT References

A 

1	8	5	0	4	6	6	0	4	4	6	7	1	2	0
Zone	Easting				Northing									

B 

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

C 

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

D 

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

E 

1	8	5	0	5	4	4	0	4	4	6	8	7	2	0
Zone	Easting				Northing									

F 

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

G 

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

H 

Zone	Easting				Northing									

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	code
-------	-----	------	--------	------

state	code	county	code
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# 11. Form Prepared By

name/title David Gibson and Steven Bauer (Revised by James Amon, D & R Canal Commission)

organization Delaware and Raritan Canal Commission date 11/1/80

street & number 25 Calhoun Street telephone (609) 292-2101

city or town Trenton state New Jersey 08625

# 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature *William C. ...*

title Deputy State Historic Preservation Officer date 5/18/83

For HCRS use only

I hereby certify that this property is included in the National Register

*Abel ...* Keeper of the National Register date 6/30/83

Attest: \_\_\_\_\_ date \_\_\_\_\_

Chief of Registration

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Between 1735 and 1745 two brothers, John and Gerhom Lambert, purchased land north of John Holcombe and began farming. Their two stone farm houses are still present and can be seen from the road north of the historic district.

The Benjamin Fields property to the south of the bull line was subdivided and changed hands several times before Emanuel Coryell purchased the portion lying roughly between Church Street and Swan Creek in 1732. Included in his purchase were rights to the ferry which crossed the Delaware River just south of the present Lambertville-New Hope Bridge. Coryell consolidated his holdings so that by 1743 he owned all the land south of the Holcombe farm for almost a mile to the present day fireman's bridge across the Delaware and Raritan Canal.<sup>3</sup>

Lambertville lay at the mid-point on the Old York Road, which served as a principal route for the two day trip between Philadelphia and New York City. Quick to realize the potential of the site, Coryell erected a tavern and inn to accompany his ferry service for the travellers. As a result of his activity, the area became known as Coryell's Ferry, a name it was to retain for nearly 80 years.

The Old York Road proceeded from the river along present-day Ferry Street to South Main Street where it turned northward to York Street. Turning again, it followed the present York Street out of town toward Ringoes. A portion of the Old York Road was widened and is now known as State Route 179. The other major road out of town was the Lambertville-New Brunswick Road, known in 1816 as the Brunswick Pike, and now known as Brunswick Avenue. It intersects the Old York Road at Swan Creek and then proceeds eastward toward Hopewell.<sup>4</sup>

Upon Emanuel Coryell's death in 1748 his estate of 1016 acres was divided among his four sons.<sup>5</sup> Abraham Coryell received the ferry business, which he and his brother John, who had purchased the Pennsylvania Ferry rights from the heirs of Wells, operated as a family monopoly. At the time of the American Revolution Coryell's Ferry served a vital function as an outpost and crossing point for Washington and the Colonial troops. In June of 1778 the American Army camped in what is now the business district of Lambertville before marching toward Monmouth and its important battle.<sup>6</sup> Washington was quartered in the stone house of John Holcombe, which is how the house received the name "Washington's Headquarters house." Major General Green and Mad Anthony Wayne were quartered in George Coryell's house located on the Old York Road, presently the site of the Episcopal Church on the northwest corner of North Main and York Streets. This house burned around 1800.<sup>7</sup>

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Development of the town of Coryell's Ferry began in earnest at the beginning of the 19th century. In 1802 Judge John Coryell, son of George, opened Coryell Street and began to sell building lots.<sup>8</sup> The year 1812, however, brought the most change when a wood bridge was constructed across the Delaware River. As a result, Bridge Street was laid out and a number of the earliest houses still standing are located along Bridge Street. The Philip Marshall House located at 56 Bridge Street, built c. 1812, is one of these early houses. In 1812 Captain John Lambert built a stone tavern and inn, now greatly enlarged and known as the Lambertville House. Captain John's uncle, the Honorable John Lambert, was a U.S. Senator during the Jefferson Administration and the Senator persuaded the Post Office Department to set up a post office on the New Jersey side of the Delaware River. Previous to this, mail was received in New Hope, Pennsylvania. Having procured a post office for Coryell's Ferry, the Senator succeeded in having his nephew, Captain John Lambert, appointed as postmaster and the inn as the post office. Not stopping there the two Lamberts had the village renamed Lambert's Ville. This outraged the Coryells who considered the Lamberts newcomers and thought that the town should be named Georgetown, in

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honor of Captain George Coryell. In fact, they named the section of town north of Church Street Georgetown. The original name of the Presbyterian Church, which stands on the border of Georgetown and Lambert's Ville, was the "Union Presbyterian Church of Georgetown and Lambert's Ville. The post office address carried the day, however, and when the town was incorporated in 1849, the "s" was dropped and the town became Lambertville.<sup>9</sup>

The opening of the bridge, construction of the new inn, and a post office added to the small town's development. By 1817 Union Street had connected Coryell and Bridge Streets. In 1826 York Street was built and in 1832 Delevan Street was constructed.<sup>10</sup> The town of Lambertville had grown from four houses at the time of the Revolution to just over one hundred structures in 1832.

It was at this time that Lambertville received what probably would become its greatest boost. The Delaware and Raritan Canal Company was chartered by the state in 1830 to build and operate a canal which could connect the Raritan River with the Delaware River. Choosing a route beginning at Bordentown on the Delaware River, the canal followed the river to Trenton then cut across the state to New Brunswick where it emptied into the Raritan River. A feeder canal, designed to supply water for canal operations, was constructed to tap Delaware River water at Raven Rock, six miles above Lambertville. The feeder flowed southward to Trenton where it joined the main canal. Again Lambertville had the luck of location, as it was situated roughly mid point on the feeder. Ashbel Welsh, the engineer of the feeder and later a prominent engineer and citizen, located in Lambertville, as did some of the 4000 men required to dig the feeder. Most of these men settled south of Bridge Street.

At first the canal provided little economic benefit for the town. Since it was principally a feeder it brought almost no commercial benefits and, despite its 10 foot drop at the lock on the south side of town, most of the area's mills were already drawing their power from the small streams coming off the hills to the east of town.

The 1840's saw several advances for Lambertville. In 1844 the population was listed as nearly 1000 persons.<sup>11</sup> In 1845, the telegraph reached Lambertville from New York City and the first newspaper was printed.<sup>12</sup> Known as "The Telegraph," it was owned by John R. Swallows. He sold the paper to G.C. Large and W.B. Hughes. They shortly sold to Clark Pierson who changed the name of the paper to "The Delaware Valley Diarist." In 1853 Pierson sold and the paper again changed names, this time to "The Peoples' Beacon." Clark repurchased the paper in 1858 and shortened the name to "The Beacon." In 1869 Phineas T. Hazen purchased the paper and changed the name to "The Lambertville Beacon," the name it is still published under by Hazen's heirs at 14 Bridge Street (06.69.4).<sup>13</sup>

Remote as it might seem, the 1848 discovery of gold in California had a special meaning for Lambertville. James Wilson Marshall, who first discovered the gold, was born in Lambertville in 1810. He left town in 1834 to travel across the country and participated in the "Bear Flag War" of 1844, which ensured the independence of California from Mexican rule.<sup>14</sup> His boyhood home 56 Bridge Street (06.69.17) was purchased by the State of New Jersey in 1964 and is operated as a museum by the Lambertville Historical Society.

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The decade ended with Lambertville's incorporation in 1849.<sup>15</sup> At the time of incorporation its population was set at 1417.<sup>16</sup> The first mayor of the newly created town was Dr. Samuel Lilly, a local doctor who had helped set up Lambertville's board of health in 1832. Dr. Lilly was a most prominent citizen. Besides his local responsibilities as a doctor and a mayor, he helped found the Masonic and Odd Fellow Lodges in town, was a founder and first president of Amwell National Bank, Lambertville Water Company, the gas company, and was a member of Congress from 1852-1854.<sup>17</sup> In addition, in 1861 he was appointed by President Buchanan as Council General to India.<sup>18</sup> The Samuel Lilly House, a local landmark built c. 1820, is located on Lilly Street (06.77.28).

By the 1850's it became clear that the operators of the Delaware and Raritan Canal were in profitable position of owning the best means of transporting Pennsylvania's seemingly limitless supply of coal to New York City's unquenchable industrial furnaces. Much of this coal came from the Lehigh Valley, where it was brought all the way down Pennsylvania's Delaware Canal to enter the D & R at Bordentown. In 1852, therefore, the feeder was widened, deepened, and locks were built to receive Lehigh Valley coal to Lambertville.<sup>19</sup> The barges were locked into the Delaware River at New Hope, crossed the river attached to a cable, and locked into the D & R just south of the Lambertville lock. From there they proceeded on to New Brunswick and New York.

This development, along with the construction of the Belvedere-Delaware Railroad, which in 1851 was built alongside the canal north of Trenton, began the industrialization of Lambertville which lasted until 1900. Development and growth of Lambertville, however, was hampered on the north end of town by the Holcombe Farm. In 1851, when John Holcombe died, the estate was divided between his son John and daughter Cynthia. The daughter, whose land lay east of North Main Street, kept her portion intact as it remains roughly to this day. The son, however, spotting a chance for investment, began to subdivide his portion into lots, but his plans were hampered by a large house which stood on Delevan Street directly in the way of any Union Street extension northward.<sup>20</sup> The 1860 map of the vicinity of Philadelphia and Trenton, by Lake and Beers, shows only 12 houses in the area north of Delevan Street. On September 11, 1863, the house "mysteriously burned to the ground and the last obstacle to the growth northward was gone."<sup>21</sup>

The Lambertville census of 1863 listed 516 structures for the town, with a total population of 2851.<sup>22</sup> By 1866 the Lambertville Beacon was calling the north part of town "the land of promise."<sup>23</sup> And indeed it was. North Union Street became the place to live as the wealthy factory owners and merchants built large, commodious dwellings in the Italianate and French Second Empire styles. By 1873, as seen on the Everts and Stewart combination Atlas of Hunterdon County of that year, there were 166 residences, one church, and three factories north of Delevan Street.

But development of Lambertville was not confined to construction north of Delevan Street. The years from 1851 to the end of the century saw a greatly expanded industrialization south of Delevan Street along the canal and river banks. One of the oldest industries which had a wide influence was the railroad shops. Begun shortly after the completion of the Lambertville-Flemington branch in 1854, the shops built locomotives as well as freight and passenger cars.<sup>24</sup> In 1871 when the Pennsylvania Railroad took over the old Belvedere-Delaware Railroad, the shops became maintenance yards and repair operations.<sup>25</sup>

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The Lambertville Spoke Factory, located at the north end of town at Elm and Union Streets, originally manufactured only spokes but by 1860 they were building the entire wheel. During the Civil War they made as many as 400 wheels a day, and most of the wheels used by the Union Army for their wagons and cannon came from the Lambertville Spoke Factory.<sup>26</sup>

Another industry was rubber reclamation and manufacture. Lambertville had two such factories: the Lambertville Rubber Company, organized 1882, and the New Jersey Rubber Company, organized in 1890. The Lambertville Rubber Company, successors to the Lambertville Manufacturing Company, manufactured valves, ice bags, teething rings, balls, erasers and all sizes of rubber cord. They were best known, however, for their stout patent durable "snag proof" boots.<sup>27</sup>

Other industries in town included several saw mills, flour and flax mills, machine shops, a brass foundry, a brewery, rope and twine factory, cotton and thread mill, and several paper mills.

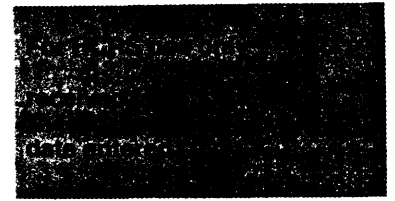
In 1872 the population had increased to 4637 persons, and a bill was introduced in the New Jersey legislature to issue a charter making Lambertville a city.<sup>28</sup> It then became, and remains today, the only city in Hunterdon County. Progress continued for the new city and, in 1881, telephone lines were installed, although amid controversy as the mayor thought telephone poles down Bridge Street were ugly and vetoed the proposal.<sup>29</sup> In 1893 Lambertville became electrified.<sup>30</sup> The electricity came from coal fired generators located north of Arnett's Sawmill and Lumber Yard on North Union Street.

The new century brought with it a sense of even greater prosperity, for in 1901 the Hairpin Factory was started. Founded by William Smith, a pioneer in the industry, the Lambertville factory turned out 15 tons of hair pins each week.<sup>31</sup> The feeling of continued prosperity was severely shaken, however, by the flood of 1903. This is the most disasterous flood the city has ever suffered. The Delaware River reached a record of 24.88 feet above normal, caused havoc throughout the town, and even carried off the Lambertville-New Hope Bridge.<sup>32</sup> The bridge was replaced by the present iron one in 1904.

The year 1909 saw mixed results. The Pennsylvania Railroad finally moved the maintenance yards from Lambertville to Trenton causing the loss of several hundred jobs and an industry which had been a part of Lambertville for over half a century. But on the bright side, the Lambertville Pottery Company began manufacturing toilets in 1909. Starting with two kilns on North Union Street, by 1922 there were 12 kilns with a production of three hundred bowls and tanks a day.<sup>33</sup>

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The town's economy began to worsen in the years immediately after World War I. The Hairpin Factory, a victim of changing hairstyles, closed in 1922. The Pottery Company, unable to provide sinks and bathtubs along with toilets, could no longer compete with other manufacturers and closed in 1925. The New Jersey Rubber Company and the Lambertville Rubber Company both faced a drastic fall in rubber prices because of the large rubber plantations of Henry Firestone, and ceased operations.<sup>34</sup>

In 1937 the Pennsylvania Railroad officially abandoned the Delaware and Raritan Canal, which, since the peak years of the 1870's, had been steadily declining until in the 20th century the canal was operating at a loss.<sup>35</sup>

New industries have taken the place of the old flatware, hosiery, lace, luggage, and ceramics.<sup>36</sup>

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1. Gallagher, S.A., Early History of Lambertville, p. 5.
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28. Petrie, p. 73.
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34. Ibid., p. 84.
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Boundary Justification

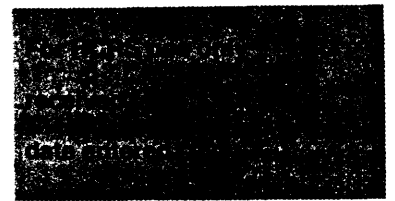
The northern most point of the historic district is the northern end of North Union Street. Before proceeding eastward, the boundary line runs south on North Union Street to exclude a 1948 bungalow and a concrete block fraternal organization's building. The boundary turns eastward, then southward, then westward along Cherry Lane back to North Union in order to include three duplex houses built c. 1900 and lived in by workers of the mills that existed in this part of town at the time. The boundary continues along North Union Street, excluding middle and late 20th century commercial buildings. At 276 North Union Street the boundary line again turns eastward to include a row of eight identical duplex houses (built, 1895) also built as homes for the mill workers in this part of town. The boundary line follows the eastern lot line of these houses until it reaches the lot line of property now owned by the Diamond Silverware Company, but which was once part of the Lambertville Spoke Mill, one of the town's largest 19th century factories.

The boundary follows the lot line of the old spoke mill in an easterly direction to the rear property line of 275 North Main Street, a home of notable architectural significance, built in 1887. The boundary turns north and then eastward again to include this property. The boundary then turns northward to follow North Main Street until it reaches the northern boundary of a homestead known as the Holcombe Farm. The house on this property is believed to have been built in 1707 by John Holcombe, the patriarch of a family that has remained influential in the region to the present time. The boundary includes the entire Holcombe Farm, returning to North Main at a point a little to the north of where Elm Street intersects with North Main.

The eastern boundary line of the district then continues along the west side of North Main Street to Jefferson Street. East of this boundary line, and therefore excluded from the district, are a 20th century fire-house, elementary school, and playground. At Jefferson Street the boundary line crosses North Main Street and follows the southern legal boundary line of the playground mentioned above until it reaches the western side of North Franklin Street. The boundary line then turns southward on North Franklin Street past 126 North Franklin Street (a concrete block commercial building c. 1929) to the northern boundary of the property line for 124 North Franklin Street, a home dating from c. 1890. The boundary line of the district then proceeds along the rear of the legal property lines of the late 19th century homes facing North Franklin Street. At York Street the boundary line juts eastward to include six c. 1860 row and duplex residences. The boundary line then crosses Route 179 to Washington Street where it follows both the base of a steep wooded hill and the rear legal property lines of the commercial and residential structures facing Route 179. The structures along Route 179 here include a home and a commercial building that date from the 18th century. While the integrity of the commercial building has been somewhat compromised and this section as a whole is in rather poor repair, it is a significant remnant of the town's early life along the Old York Road.

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At this point the boundary forms an irregularly shaped appendage to include in the historic district 19th century residences located on Quarry Street, Brunswick Avenue, Swan and South Franklin Streets. This appendage is bounded by a steep, wooded, undeveloped hill to the north, open fields to the east, and 20th century development and a cemetery to the south.

The boundary line includes four contributing structures on South Franklin Street before it jogs west to the eastern curb of South Main Street. The boundary line runs southward along the curb to the northern end of the lot line for 132 South Main Street, a single family home built c.1883. Excluded from the historic district on the east side of South Main Street are three 20th century developer homes and several undeveloped lots. The boundary line runs eastward along the lot line at 132 South Main Street and then southward along the rear property lines of several 19th century row, duplex, and single family detached houses facing South Main and Weeden Streets. While the architectural style of many of these houses has been compromised by subsequent alterations, they are the homes of workers associated with the mills on the south end of Lambertville and they are, therefore, a part of the town's historic heritage.

At the south lot line of the last house on Weeden Street (16 Weeden, a single family home, c. 1873) the boundary line returns along the eastern curb of Weeden to the intersection of South Main Street. The boundary line then proceeds southward along the eastern edge of South Main until it is opposite the southern end of the property that includes the building which was once the Lambertville Rubber Company. The boundary line then is drawn westward until it meets the boundary of the Delaware and Raritan Canal State Park. South of this are three 20th century houses (on the west side of South Main Street) and undeveloped land.

The western boundary line of the Lambertville Historic District proceeds northward along the property line of the Delaware and Raritan Canal State Park until it reaches Swan Creek. Here it follows the creek across the canal to the Delaware River where it turns northward again and follows the river bank to a point which corresponds to the extension of York Street's southern curb. At this point the boundary line turns eastward, and crosses the canal to the line which separates the eastern boundary of the Canal Park from privately owned land. Excluded from the Lambertville Historic District by this alignment are the Canal Park (a historic district in its own right) a sewerage treatment plant between the canal and the river, and two 20th century commercial structures. The boundary line moves westward at York Street to include the buildings which housed a railroad wheel factory and then a rubber reclaiming factory in the 19th century. Today these structures are owned by a biscuit manufacturer and display little architectural significance. North of this point (to the west of the canal) there is no evidence of any development.

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Once across the canal at York Street, the western boundary of the historic district proceeds northward along the Canal Park's western property line, and then along the western edge of the railroad spur's property line until it intersects with North Union Street. It was at this point that we began our description of the district's northern boundary.

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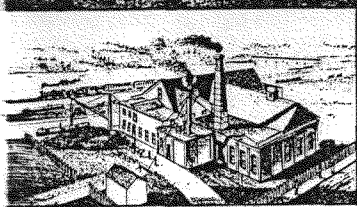
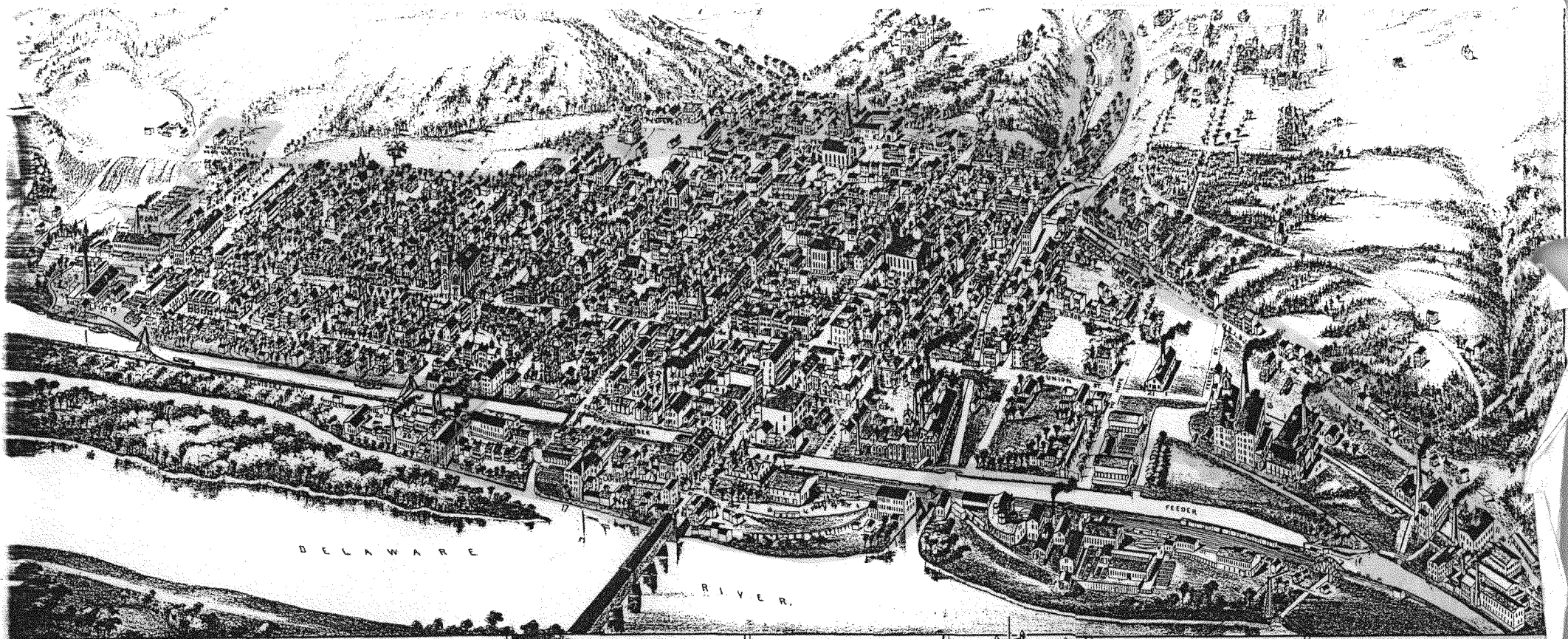
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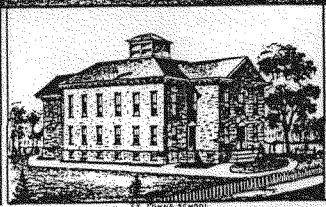
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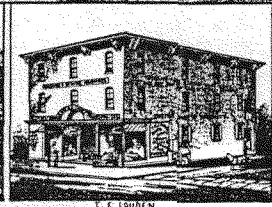
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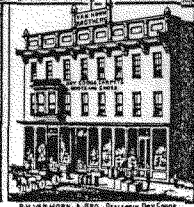
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MILLER, MARBLE & GRANITE WORKS



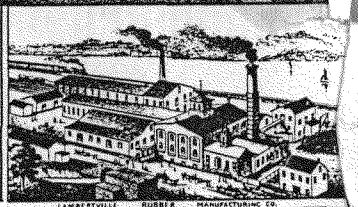
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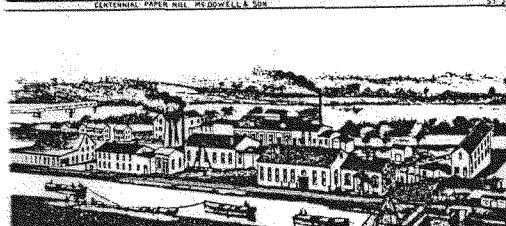
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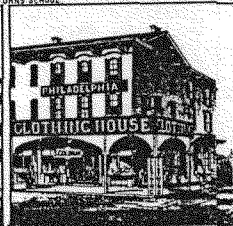
WM. RAMSEY, CARPET MANUFACTURER



LAMBERTVILLE RUBBER MANUFACTURING CO.



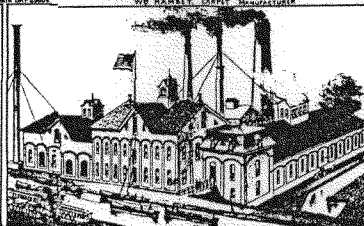
A. WEISEN, LAMBERTVILLE IRON WORKS



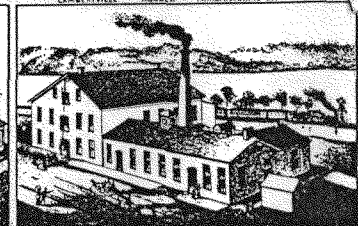
PHILADELPHIA CLOTHING HOUSE

VIEW OF  
**LAMBERTVILLE,**  
NEW JERSEY.  
1883.

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 J. H. BAILEY & CO. STATION SQUARE PHILA.  
 U.S. MAIL PERMIT NO. 1000 PHILA. PA.  
 POST OFFICE AT PHILA. PA.  
 ACCEPTED FOR MAILING MAY 15, 1883.  
 POSTAGE WILL BE PAID BY ADDRESSEE.  
 PHILA. PA.  
 J. H. BAILEY & CO. PRINTERS  
 PHILA. PA.

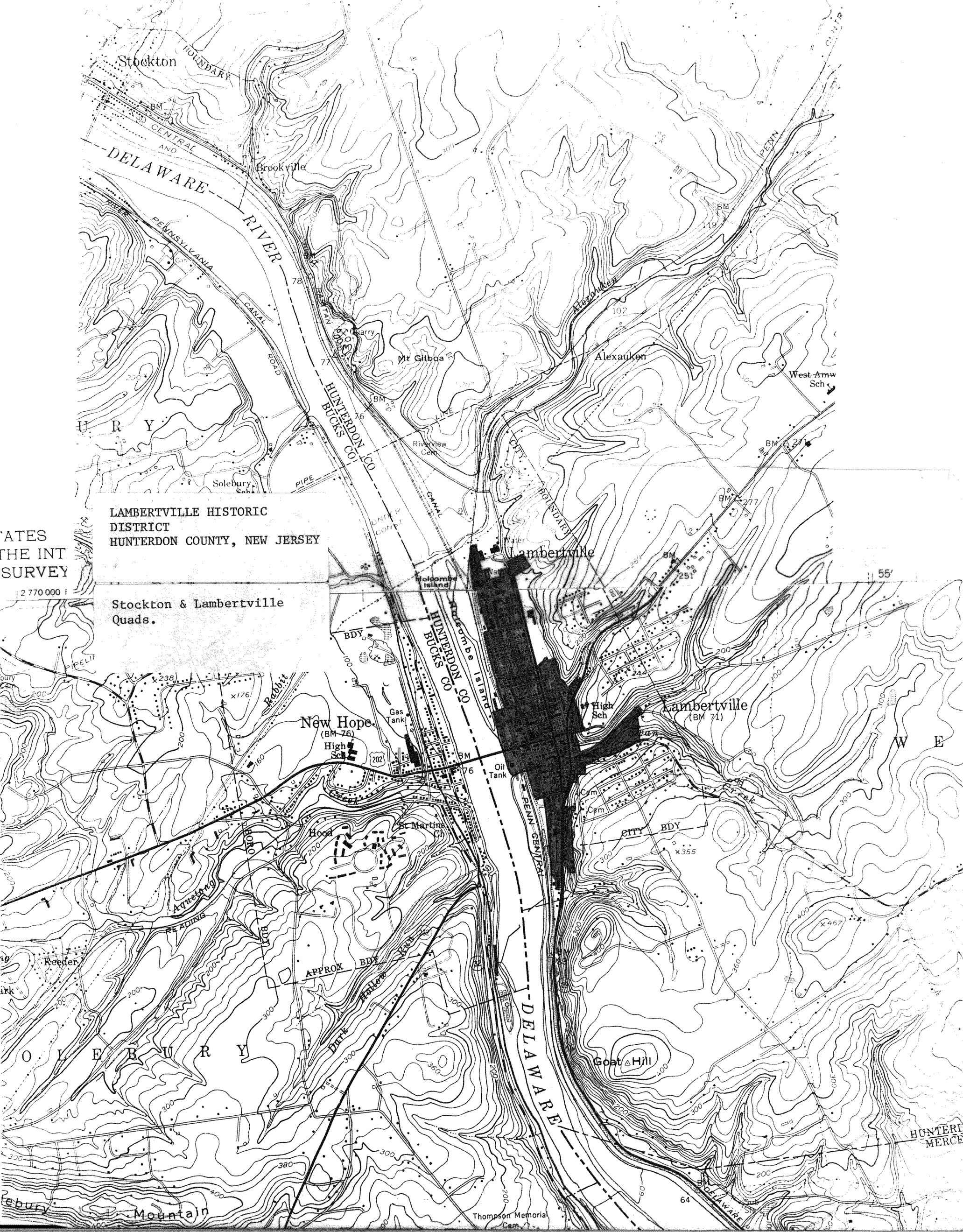


PERSIMMON HILLS, WM. H. GREASE



MOUNTAIN SPRING PAPER MILL J.C. WEIDER & CO.

Lambertville Historic District  
 (boundaries in yellow)  
 Lambertville City  
 Hunterdon County, N.J.



LAMBERTVILLE HISTORIC DISTRICT  
HUNTERDON COUNTY, NEW JERSEY

STATES  
THE INT  
SURVEY

1:277,000

Stockton & Lambertville  
Quads.

New Hope  
(BM 76)

Lambertville  
(BM 71)

W E

HUNTER  
MERCER

O L E B U R Y

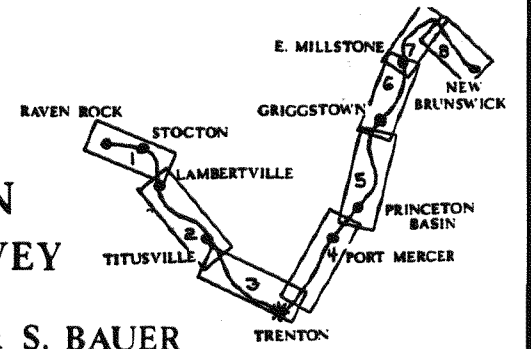
Mountain

Thompson Memorial  
Cem.

Lambertville Historic District  
 Lambertville City  
 Hunterdon County, New Jersey

State of New Jersey







**DELAWARE  
 AND RARITAN  
 CANAL COMMISSION**  
 HISTORIC SITES SURVEY



PREPARED BY D. GIBSON & S. BAUER

**LAMBERTVILLE HISTORIC DISTRICT  
 ARCHITECTURAL SIGNIFICANCE**

LEGEND

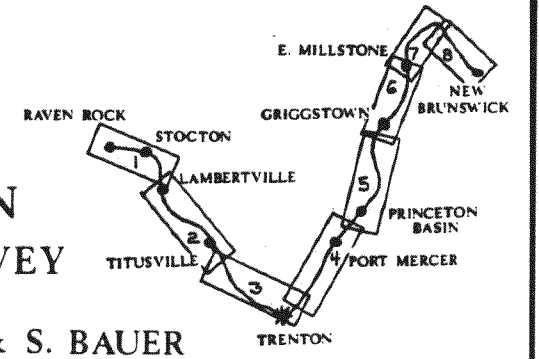
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-  CANAL DISTRICT
-  OUTSTANDING
-  SIGNIFICANT
-  NOTABLE
-  NONE





Lambertville Historic District  
 Lambertville City  
 Hunterdon County, New Jersey

State of New Jersey  
**DELAWARE  
 AND RARITAN  
 CANAL COMMISSION**  
 HISTORIC SITES SURVEY



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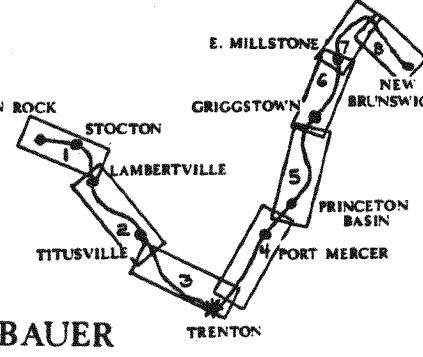
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 DATE BUILT

**LEGEND**

	DISTRICT BORDER
	CANAL DISTRICT
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	1801 - 1850
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	1901 - 1930








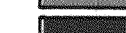



**DELAWARE  
 AND RARITAN  
 CANAL COMMISSION**  
 HISTORIC SITES SURVEY

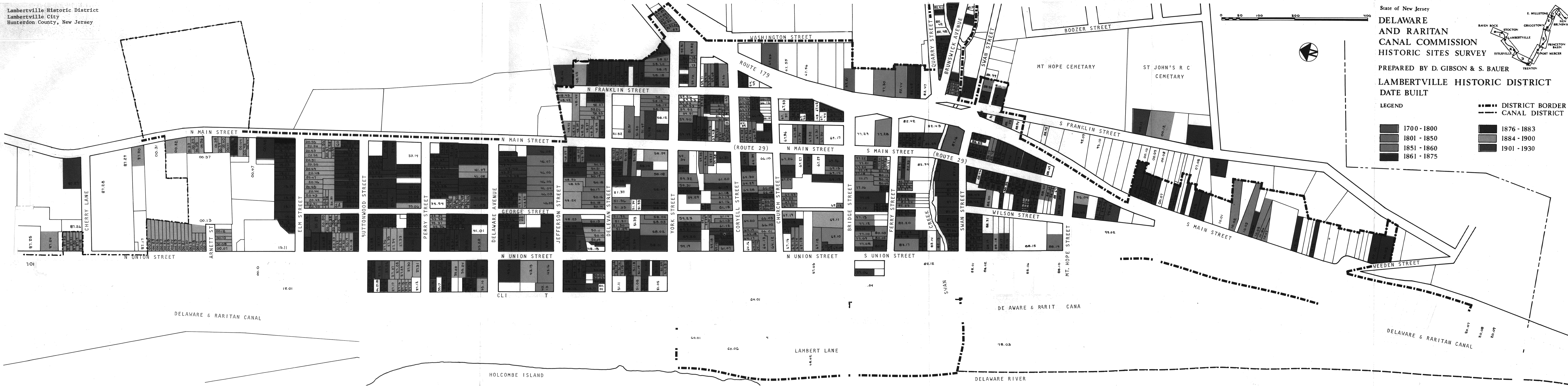


PREPARED BY D. GIBSON & S. BAUER

**LAMBERTVILLE HISTORIC DISTRICT**  
 DATE BUILT

LEGEND

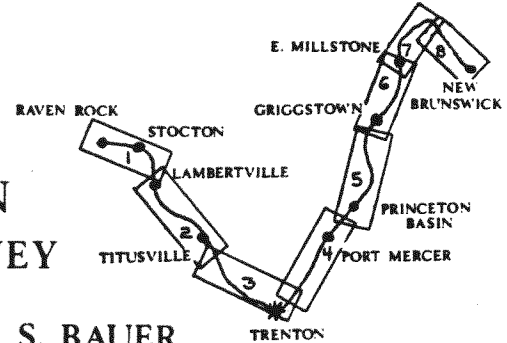
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|  | 1851 - 1860 |  | 1901 - 1930 |
|  | 1861 - 1875 |   |             |
-  DISTRICT BORDER  
 CANAL DISTRICT



Lambertville Historic District  
Lambertville City  
Hunterdon County, New Jersey

State of New Jersey

DELAWARE  
AND RARITAN  
CANAL COMMISSION  
HISTORIC SITES SURVEY



PREPARED BY D. GIBSON & S. BAUER

LAMBERTVILLE HISTORIC DISTRICT  
ARCHITECTURAL SIGNIFICANCE

LEGEND

- OUTSTANDING
- SIGNIFICANT
- NOTABLE
- NONE

- DISTRICT BORDER
- CANAL DISTRICT

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DELAWARE & RARITAN CANAL

DELAWARE RIVER

HOLCOMBE ISLAND

LAMBERT LANE