

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

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

For HCERS use only  
received JUL 3 1984  
date entered AUG 2 1984

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

**1. Name**

historic GRIGGSTOWN HISTORIC DISTRICT

and/or common

**2. Location**

street & number <sup>Roughly</sup> Canal Road from Old Georgetown Rd. to Ten Mile Run <sup>NA</sup> not for publication

city, town Griggstown Franklin & Montgomery Twps. vicinity of congressional district

state New Jersey code 034 county Somerset code 035

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input 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 type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property**

name Multiple

street & number

city, town vicinity of state

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Franklin Township Hall

street & number 475 DeMott Lane

city, town Somerset state New Jersey

**6. Representation in Existing Surveys**

title NJ Historic Sites Inventory - Delaware & Raritan Canal has this property been determined eligible?  yes  no

date 1979-81  federal  state  county  local

depository for survey records Office of New Jersey Heritage CN 402, Trenton, NJ 08625

city, town state

## 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 checked="" 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

Six digit numbers in the nomination refer to individual site survey form numbers as indexed in the New Jersey Historic Sites Inventory: Delaware and Raritan Canal - 1980.

The Griggstown Historic District is a five mile long strip of land contiguous to and east of the Delaware and Raritan Canal in Franklin Township, Somerset County. Almost all of the sixty-eight principle structures in the district are located on Canal Road, which parallels the canal. There is a strong rural character to the district since the houses are generously spaced and most of the older structures are still surrounded by nineteenth century barns, silos, and outbuildings. Furthermore, several active farms remain in the district and on its immediate borders. With the exception of these agricultural buildings, a church, an old schoolhouse, the Canal bridgetender's station, and an abandoned brick and tile factory, all of the structures in the district are homes.

The topography of the district is flat along the canal, giving way to gently rolling hills to the east. A dense growth of trees lines Canal Road on both sides, creating a canopy which is complemented by woodlots, hedgerows, and the many mature trees standing on the well-manicured lawns and farm yards. Most of the remaining acreage is cultivated.

Almost all of the houses are single family, two stories tall, and contain about 1500 square feet. Most of the buildings in Griggstown are wood frame, originally clad in clapboard. Many of these houses have been modernized with asbestos shingles or aluminum siding. There are four load bearing masonry structures; two brick buildings (40.16.01, the Barracks and 37.49.04, the Terra Cotta Factory) and two stone houses (39.81.06, the Griggs House and 40.16.02, the Canal House). The buildings are divided into three major architectural periods representing the major settlement periods of the Griggstown community: 18th century, early 19th century, and mid 20th century. Most of the early 19th century buildings are two and two and one-half stories; the later 20th century buildings are one and two stories.

The earliest house in the district is the Veghte house on Canal Road (41.11.05), which dates from the first quarter of the 18th century. It still retains the original 18th century one and one-half story section with low ceilings and large kitchen fireplace, to which has been added a large two story, three bay section with double end wall chimneys and a Federal entrance. Across Canal Road and a little to the south is another Veghte house (41.11.01). This structure also has a c. 1780 one and one-half story portion with a later three bay Federal addition.

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The Bethier Map of 1781 shows 13 developed sites in the Griggstown district, clustered around the Griggstown-Belle Mead Road where the present Griggstown Causeway is located.<sup>1</sup> This map also indicates two taverns on Canal Road, the Red Horse Tavern (39.50.06) and the Black Horse Tavern (said to be 39.81.05). Both structures have been converted to homes and both have had large two-story Federal style additions. There was also a grist mill located on the Millstone River near the causeway which was started before 1733 by Benjamin Griggs.

In a book published in 1909, the Reverend William Halsey Van Doren describes Griggstown at the time<sup>2</sup> of the Revolution as follows:

Besides the store, the ruins of which are still standing, there was the flouring mill with four run of stones, a grist or feed mill of similar capacity, a large saw mill, a carding mill and power loom, a cider mill and distillery, a cooperage, a coach and wagon shop, two black smith shops, a lath mill and others.<sup>2</sup>

That seems rather extensive for the size of the community, and the supporting evidence that remains today is a bit skimpy. Paul Allen's history of Griggstown, however, states that included in the 20 structures in Griggstown at the end of the 18th century were blacksmith and wheelwright shops, a school and a grist mill.<sup>3</sup> It seems likely that the Reverend Van Doren at least was mistaken about the existence of both a "flouring mill with four run of stones" and a grist mill with another four stones.

Griggstown experienced a great expansion during the first half of the 19th century, and twenty-three of the sixty-eight buildings in the district today were built between 1800-1850. The earliest of these is the central section of the Jacob Van Doren house (39.50.04, built 1809), which has a Federal style entrance. Although several additions have been made to this house the original part is intact.

Most of the structures built during the first half of the 19th century are simple two-story, three bay, side-hall wood houses of vernacular style with Greek Revival or Italianate decorative features. The William Buchanan house (40.18.05, built c. 1844), the J. Bailey house (38.74.01, built c. 1844) and the H. Silcocks house (38.56.04, built c. 1850) are examples of vernacular houses from this period with Greek Revival details. The best example with Italianate details is the Dutch Reform Parsonage (40.18.04, built c. 1844) which has Italianate detailing in the windows

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and on the porch, as well as in its bracketed cornice. In addition, there are several four bay, two room wide vernacular houses to which Italianate details were added after construction. Most notable are the Rightmire house (39.39.03, built c. 1825), the J. H. Vorhees house (39.81.01, built c. 1860), and the A. C. Beekman house (40.16.04, built c. 1850).

A church was located here as early as 1781, as noted on the Hill's Map.<sup>4</sup> On what appears to be the same site, the community constructed the magnificent First Reformed Protestant Dutch Church (40.18.02) in 1842. Built in the Greek Revival style, it has a temple front with a recessed entry porch, two Doric columns, and four pilasters. A belfry with pilasters and dentiled cornices tops the structure. This outstanding church can be seen from miles around and is a local landmark. In addition, it is the best example of the Greek Revival style in unaltered condition along the canal from Trenton to New Brunswick.

The construction of the Delaware and Raritan Canal, completed in 1834, provided an important impetus to the building activity in Griggstown during this period. Much of the land in the Griggstown area was developed for farmland during the years after the opening of the canal, in all probability spurred by the prospect of using the canal as a way of transporting farm products to urban markets. Furthermore, the canal directly caused three new houses to be built. Two canal houses were built at the Griggstown lock (39.39.05 and 39.49.01) which is 3/4 of a mile south of the causeway and a home for the bridgetender (40.16.02) was built at the causeway itself. There was also a bridgetender's station (39.81.11), a little building with about six feet by eight feet of floor area. In 1873 the station was a weaver's shop and later it housed a wireless telegraph station, used to notify the tender of approaching ships. This is believed to have been the first commercial use of the telegraph in America.<sup>5</sup> With the close of the Canal in 1932, the building became a county library --surely the tiniest in the country!--and it served this function until 1970.

The first subdivision of farmland in the district for development took place in 1844. The Vorhees family divided their farmstead (40.18.07) to accomodate houses at 40.18.04, 40.18.05 and 40.18.06 on Canal Road.<sup>6</sup>

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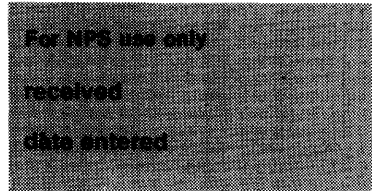
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The original Griggs Mill stood in the path of the canal when it was constructed in 1831-1834, so the mill, then owned by Van Doren, was torn down and a new one built. The foundations of the new mill are extant at 39.81.12 with a new house on top. Across the street at 40.06.01 is the Millhand and Mulehand Barracks. Originally built by Van Doren for his millhands, the barracks were used later as accommodations for bargemen while the canal was in operation from 1834-1933. They are now owned by the State and planned to be used for administration of the Canal Park. Also at the causeway was a General Store (40.16.03). The store, which was closed and converted to apartments in 1982, was originally located on the east side of Canal Road. It had been operating in the neighborhood since 1850.<sup>7</sup> For a brief time the Barracks also served as a store and post office as seen on the 1873 Beer's Map. Part of the house on the southwest corner of the Canal Road and the causeway (39.81.10) dates from the first half of the 19th century. It was believed to be a bottling factory in the 1920's, and it was partially damaged by a fire that destroyed two other structures at this corner.<sup>8</sup> The juxtaposition of these structures at the intersection of Canal Road and Griggstown Causeway formed a cohesive town center for the community.

From 1850 until the end of the 19th century only eight structures were added to the district. One of these is one of the finest homes along the entire canal, the Veghte house (40.18.26), which was built in 1888 to replace their original 18th century house which had burned. Built in the Italianate style, the five bay, two and one-half story house has paired brackets, three bay porch with scrolled knee braces, and molded window lintels supported by small brackets.

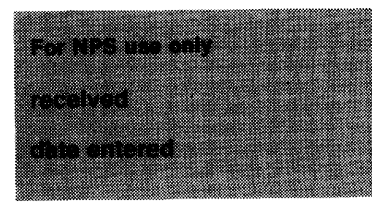
The most notable addition to the district during this period was at the Atlantic Terra Cotta Company (37.49.04). The Otley and Keily map of Somerset County<sup>7</sup> notes a lime kiln at this site. It is not clear how long the kiln operated, but in 1892 the plant was engaged in making bricks. Two years later, after a disastrous fire, the plant converted to terra cotta production. For more than a decade it flourished as the Excelsior Terra Cotta Company, which employed as many as 300 people.

In 1907 the firm combined with the Atlantic Terra Cotta Company of Staten Island and it advertised itself to be the largest producer of architectural terra cotta in the world. The firm went out of business in 1929, the victim of the Depression and changing architectural tastes. At its height, the plant included several structures, a powerhouse, eight large kilns and one small kiln:

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The architectural remains of the facility include the brick powerhouse - currently a sculptor's atelier -- the office building, a small ice house, and two of the nine original kilns. In addition partial walls, floors and tunnels criss-cross the site.<sup>9</sup>

Another major building period has occurred in Griggstown since 1930. Nineteen houses in the district have been built since that date, scattered throughout the length of the district. In their scale and their orientation to Canal Road they are generally in harmony with the character of the district.

x

<sup>1</sup>Rice and Brown, Vol. II, Map 54.

<sup>2</sup>Honeyman, Appendix IV, p. 45.

<sup>3</sup>Allen, p. 113.

<sup>4</sup>I. Hills, A Map of Somerset County in 1781.

<sup>5</sup>Terhune, p.

<sup>6</sup>Somerset County Deed Book J22, p. 129.

<sup>7</sup>Otley and Keily Map of 1850.

<sup>8</sup>Terhune, p. 53.

<sup>9</sup>D.J. Sliney

# 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 checked="" 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 checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" 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)**

The Griggstown Historic District remains a well preserved example of an American Yeoman settlement which has been able to retain its basic character as a self-contained rural area. Situated along the Millstone River and the 1745 "Griggstown Road" (now known as Canal Road), there were a number of farms in operation by the Revolutionary War. Many of these farms have remained in use down to today. The construction of the Delaware and Raritan Canal from 1831-34, while not giving birth to the community as was the case with many areas the canal bisected, gave impetus to a minor economic boom. The canal's transportation link with New York and Philadelphia facilitated trade with those cities, giving birth to a small commercial center at the Griggstown Causeway and bringing prosperity to the area. The canal and later a railroad spur allowed the Atlantic Terra Cotta Company to erect and maintain a thriving factory, located in the southern end of the district, which was one of the best know manufacturers of terra cotta in the East in the late 19th and early 20th centuries. Architecturally this prosperity is especially noticeable in the fine Federal and Greek Revival additions to many of the 18th century farmhouses, the outstanding Greek Revival church, and the construction of about one third of the structures in the district between 1834 and 1860. The slow paced agrarian society has survived to the present, however, despite growing pressure of urban sprawl which has reached the edges of this rural area.

Griggstown's history reaches well beyond the 17th century when it began to be recorded.<sup>1</sup> The community's history is long and full of change, change that reflects the qualities of its citizens, the character of the natural environment, and the changing conditions of the world outside this tranquil river valley. The Griggstown district and the area immediately around it have been the home of a factory that once employed over three hundred men. It supported a grist mill to grind the

# 9. Major Bibliographical References

See attached sheet

# 10. Geographical Data

Acreage of nominated property  $\pm$  861

Quadrangle name Rocky Hill and Monmouth Junction

Quadrangle scale 1:24000

UMT References

A 

1	8	5	34	6	00	44	7	8	5	2	0
Zone		Easting				Northing					

B 

1	8	5	3	5	1	8	0	4	4	7	8	3	2	0
Zone		Easting						Northing						

C 

1	8	5	3	4	5	0	0	4	4	7	8	3	8	0
Zone		Easting						Northing						

D 

1	8	5	3	3	0	2	0	4	4	7	8	3	2	0
Zone		Easting						Northing						

E 

1	8	5	3	1	4	4	0	4	4	7	3	1	0	0
Zone		Easting						Northing						

F 

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

G 

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

H 

1	8	5	3	1	2	0	0	4	4	7	1	7	2	0
Zone		Easting						Northing						

Verbal boundary description and justification

See attached sheet

I	1	8	5	3	0	5	8	0	44	7	3	2	0	
J	1	8	5	3	1	1	8	0	44	7	4	4	2	0
K	1	8	5	3	1	3	2	0	44	7	4	3	2	0
L	1	8	5	3	2	4	4	0	44	7	6	4	2	0
M	1	8	5	3	2	0	6	0	44	7	6	1	4	0

List all states and counties for properties overlapping state or county boundaries <sup>n/a</sup>

state	code	county	code
N	1 8	5 3 2 7 8 0	44 77 120

state	code	county	code
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# 11. Form Prepared By

name/title David Gibson, Steven Bauer, and James C. Amon

organization Delaware & Raritan Canal Commission date 23 September 1983

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

city or town Trenton state New Jersey

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

Deputy State Historic Preservation Officer signature

*R.W. Myers*

title Director, Division of Parks & Forestry

date June 21, 1984

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

Entered in the National Register

Keoper of the National Register

date 8-2-84

Attest:

date

Chief of Registration



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local farmers' grain, a fulling mill to process wool before it was sent on to clothing mills, and a sampling mill that separated copper from rock that was dug from a Griggstown coppermine. (The site of the grist mill is within the district (39.81.12); the site of the fulling mill is undetermined; the site of the sampling mill is within the neighboring D & R Canal District; and the site of the coppermine is believed to be east of the district on a private estate.) Griggstown has seen the coming - and the going - of two taverns. There has almost always been a general store on or near the causeway. There was a wheelwright shop and there have been three blacksmith shops and a 20th century bottling factory. There have been churches and schools, summer cabins, and campgrounds. However diversified the Griggstown economy may have been, however, farming has always been the region's backbone.

The first farmers in the Griggstown area were the Lenni Lenape Indians. Their presence in the river valley has been made evident by the large number of arrowheads, spearpoints, and other artifacts found by the 19th and 20th century farmers. The Lenape braves hunted the forests that once covered the land, they fished from the nearby Millstone River, and they made clearings for their squaws to plant and cultivate corn, squash, beans, and tobacco.

European ownership of the land was quarrelled over by the monarchs of England, France, and Holland until the mid-17th century when England's Charles II secured a firm claim. Charles gave everything between the Delaware and Connecticut Rivers to his brother Duke of York in 1664. York, in turn, gave part of it to others who divided it and sold large parcels to prospective settlers. The first of the European settlers to buy land in Griggstown was a Dutchman named Garrit Claus Veghte, who bought 1100 acres on the east side of the river at some time between 1681 and 1700. We have no record that proves he settled on the land he bought, but his two grandsons, Garrit Jans Veghte and Nicholas Veghte came and built homes for themselves in the early 1700's, both of which are included in the district (41.11.05 and 40.18.26).

As early as 1699 John Stevens, Sr., then 17 years old, arrived in America. He was attracted to New Jersey because of stimulating accounts he had heard of copper mines discovered in the "Devils Feather Bed (marked on 1804 map, in New Jersey Road Maps of the 18th century; Princeton, 1964) near Rocky Hill." The mine he opened is located east of the proposed Griggstown district. Stevens bought the land on which copper mines were discovered and left them to his sons Richard Stevens and John Stevens, Jr. upon his death in 1737. The mine appears to have been worked before John Jr. inherited it for he wrote after inspecting it, that they had "got, out of several pits five or six feet deep, about 100 weight of solid oar, some of it mined with a little virgin copper." Richard Stevens managed the mine and built a sampling mill.<sup>2</sup>

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Several other Europeans joined the Stevens and Veghtes over the first third of the 18th century. Christopher Hoagland bought 350 acres on the west side of the river in 1727, and John Hoagland bought 216 acres on the east side. Abraham Van Doren bought 150 acres on the east side near the Hoagland farm and his son, Abraham, Jr., who later bought Benjamin Grigg's Mill, was the first person whose birthplace is recorded as Griggstown in 1738.<sup>3</sup> The brothers Griggs--Benjamin, Samuel, and Thomas--migrated to this area from Long Island, New York in the 1730's as did William Beekman, whose property adjoined John Hoagland's.<sup>4</sup> Hoagland and Van Doren are still common names in the Millstone Valley; the descendants of the Griggs families are no longer evident, but their name was given to the community after Benjamin opened a grist mill that became the first gathering place for the local farmers. Ralph Vorhees lists some of the mills from a 1735 tax list which includes "a mill two miles downstream (from Rocky Hill) owned by Benjamin Griggs."<sup>5</sup> Griggs' mill on the east side of the river at Griggstown was owned by Nicholas Van Veghte in 1752 and after 1771, by Abraham Van Doren. It was taken down in 1831 by the slaves of Squire Abraham Van Veghte to make way for the Delaware and Raritan Canal.

"The Griggstown Bridge was erected across the Millstone River in 1740 and when, on May 10th, the Board of Justices and Freeholders appointed the managers of the bridges of the co...John Baird was appointed Bridge Manager."<sup>7</sup> The bridge was burned by the retreating British in 1777, and charred timbers were excavated in 1931 on the land of Raymond Hoagland, the same land owned by Christopher Hoagland in 1777.<sup>8</sup>

Griggstown gradually grew during the 18th century. By the time of the Revolutionary War there were ten houses on the east side and five or six along the west side of the Millstone River (Berthier's Map 1781). There were also two taverns in town, the Black Horse Tavern, owned and operated by Benjamin Skillman in the Skillman Homestead (39.81.05) and the Red Horse Tavern (39.50.06) on the Canal Road near the end of Coppermine Road. The Marquis de Chastellux spent the night in November, 1780 at "...Skillman's Tavern an indifferent inn, in "Greeg Town."<sup>9</sup> The coppermine continued to be mined to a depth of 160 feet. In 1765 it was said to employ some 14 dozen Welsh miners under a Captain Rule.<sup>10</sup>

During the war, General Washington is said to have visited the area several times. Following his victory at the Battle of Princeton in 1776, he and his troops marched through the community on their way to their winter headquarters in Morristown.

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While many of the Griggstown men saw action in the Revolutionary War, the best known local participant was John Honeyman, famous spy for Washington who greatly helped the American cause in the Battle of Trenton. The Honeyman House on Canal Road (40.18.22), which has been greatly altered but still stands; was almost burned by a band of Griggstowners who did not know of Honeyman's clandestine role and assumed that he was helping the British. A blacksmith shop was built around his house after 1800 where it remained until the 1880's.<sup>11</sup>

The construction of the Delaware and Raritan Canal, completed in 1834, was an important event in the history of Griggstown. The canal brought prosperity to Griggstown in many ways. Several farmers sold land to the canal company and used the cash to better their farms and farmhouses. One citizen, Mr. Rightmire, supplied mules to pull the barges. His house is 39.39.10 and he had a general store, wheelwright shop and cider mill 39.39.04.<sup>12</sup> The coppermine was opened again and ore was shipped by barge to New York. Horses from the Campbell farm and farm produce of all sorts were taken from Griggstown to Philadelphia and New York on the canal barges.

The increasing population of Griggstown prompted the local residents to build the First Reformed Protestant Dutch Church at Griggstown in 1842. This beautiful church still faces Canal Road just north of the Causeway, proclaiming the good taste of the citizens of the time (40.18.02). The church is the finest intact example of its style along the canal from Trenton to New Brunswick. Directly behind the church stands a restored schoolhouse, built in Griggstown by 1800 and recently moved here (40.18.03).<sup>13</sup>

The Agricultural Census of 1850<sup>14</sup> reveals that most of the farms at that time included about one hundred acres and encompassed a wide range of agricultural activities. The report indicates, for example, that the farm of Abraham Van Doren was 80 acres and included 2 horses, 5 milk cows, 2 oxen, 7 other cattle, and 6 swine. That year it produced 400 bushels of wheat, 800 bushels of "Indian corn", 400 of oats, 50 of peas and beans, 60 of barley along with 500 pounds of butter and 30 tons of hay.

The list for the other farms is remarkably similar, with some sheep added to some farms and potatoes and buckwheat added to the crops in many instances. The farmer's names are frequently the same as those who first came to Griggstown a hundred years earlier. There is a Cornelius Van Doren as well as Abraham Van Doren, a couple of Veghte's make appearances, as do Hoagland, Staats, and Skillman.

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From the time of the Civil War until after World War I, little change came to Griggstown. In 1926, however, Norseville, a settlement of summer homes for Norwegians, was opened on the outskirts of Griggstown just east of the district. Other Scandinavians purchased another nearby farm and started the settlements of Sunset Hill and Achen Park, also east of the district. After World War II these summer houses were converted to all year homes and moved into by the returning sons and daughters and their families.

Further international flavor was brought to Griggstown by the German-American Bund, which had a camp in the area in 1934 and used the chicken houses on a local farm for barracks. All through that summer campers marched up and down Canal and River roads flying a German flag and causing citizens to become disturbed about patriotism.

Gradually over the years since World War II, new houses have been built along Canal Road. These are not farm houses but they are built on a scale and with enough land around them to prevent them from intruding on the historic structures. The district structures remain in a remarkably well preserved status, and thus far there have only been small developments eroding the vast farmlands. This area should be protected not only by local historic district zoning, but by open farmland preservation legislation.

<sup>1</sup>Allen, p. 106

<sup>2</sup>Menzies, p. 57

<sup>3</sup>Allen, p. 108

<sup>4</sup>Allen, p. 107

<sup>5</sup>Menzies, p. 71

<sup>6</sup>Allen, p. 107

<sup>7</sup>Allen, p. 109

<sup>8</sup>Ibid

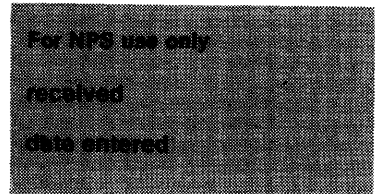
<sup>9</sup>Allen, p. 107

<sup>10</sup>Menzies, p. 57

<sup>11</sup>Allen, p. 113

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<sup>12</sup>Ubud

<sup>13</sup>Terhune, pp. 90-94

<sup>14</sup>Agricultural Census, 1850

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Geographical Data - Item Number 10

For boundaries of the Griggstown Historic District, see the enclosed map.

The western boundary of the Griggstown Historic District, with one minor exception, is the centerline of the main stem of the Millstone River. The exception occurs at the causeway which crosses the river. Here the boundary line jogs a bit further to the west in order to include all of the bridge over the Millstone. This line, with the above-mentioned exception, is the boundary line between Franklin and Montgomery Townships. It includes the site of the former mill pond for Benjamin Griggs' mill and the fragment of the mill dam which is visible under low flow conditions (opposite 39.50.04).

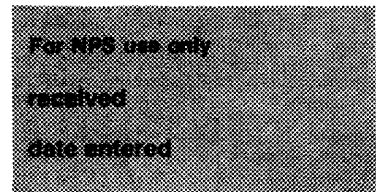
The southern boundary line is nearly congruent with one of the boundaries of the adjoining Rocky Hill Historic District. It follows the centerline of Old Georgetown Road to Canal Road, at which point it turns northward along the eastern edge of Canal Road. At a point approximately even with the northern property line of lot 1, block 9 (37.18.02) it turns westward, crossing the canal and running in a straight line to the centerline of the Millstone River.

The eastern boundary line begins at the southwestern corner of the property identified in the Franklin Township tax maps as block 9, lot 1 (37.18.02) and proceeds northward along rear property lines to the northwestern corner of lot 2.03. The line then turns westward along this lot line until it reaches the western line of lot 3.02 (still block 9). The district boundary line then turns northward, including lots 3.02, 3.03, and 5 (37.49.01, 37.40.02, 37.49.03, and 37.49.04). At the northwestern corner of lot 5 the boundary line proceeds in a straight line for about a mile and a half until it reaches a point on the southern property line of block 9, lot 20.01 that is seven hundred feet from the centerline of Canal Road. Drawing the line here is not as arbitrary as it may seem. This boundary includes all of the houses, barns, associated out-buildings and immediate farm yards of the properties along Canal Road. The line also lies on the approximate crest of the gentle hill that rolls upward from Canal Road toward the east. After the district boundary reaches the lot 20.01 property line it continues northward, running parallel with Canal Road, until it reaches Coppermine Road. The boundary line then follows the southern edge (and western edge after the road bends) of Coppermine Road to the southeastern corner of lot 23 (still block 9). The boundary line follows the southern property line of lot 23, and then turns northward (excluding the non-historic house on lot 23) to follow the property line separating lot 23 from lot 20.01 (39.50.01). The boundary line then once again reaches the southern edge of Coppermine Road and follows this edge westerly until it is opposite the juncture of the eastern property line of block 11, lot 68.02 (39.50.04). At this point the district boundary turns northward, crossing the road and running on lot 68.02's property line.

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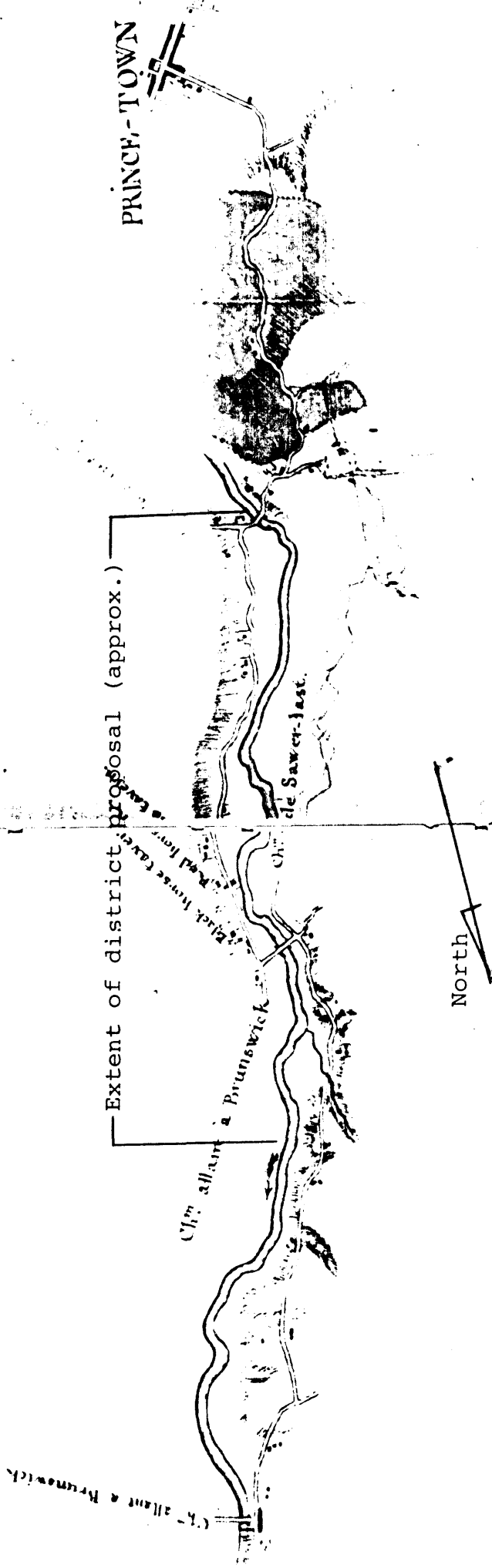
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The district boundary line jogs eastward, northward, and eastward again along the property line of lot 69 (39.50.05). At the northeastern corner of this property line the historic district boundary proceeds northward, parallel to Canal Road, approximately five hundred feet from its eastern edge, until it reaches Simonson Brook. This line, like the earlier eastern boundary is chosen so that it includes the out-buildings and falls approximately at the crest of the hill as viewed from Canal Road. The boundary then turns westward, following the brook to the eastern property line of lot 84 (40.18.01). The boundary line then turns northward and follows the eastern property line of lot 89 (40.18.07) to its northern end. The boundary line then turns westward, and follows the northern property line of lot 89 (40.18.07) until it reaches Canal Road. It then follows the eastern side of Canal Road, excluding intrusive new homes on the east, until it reaches the southwestern corner of the property line for the property known as block 20, lot 45.02 (40.18.25). The district boundary turns eastward along this property line and then northward to include four houses on the east side of Canal Road (three of which are important contributions to the district). At the northern end of the fourth house (41.11.01) the boundary line comes back to Canal Road and proceeds northward until it reaches Ten Mile Run Brook. The boundary then follows Ten Mile Run westerly until it reaches the centerline of the Millstone River. At the northern end of the district the density of structures becomes lower but the last four structures (41.11.02 through 41.11.07) are all 19th century contributions to the district.



2) Municipal Court House in Lawrence 13 miles

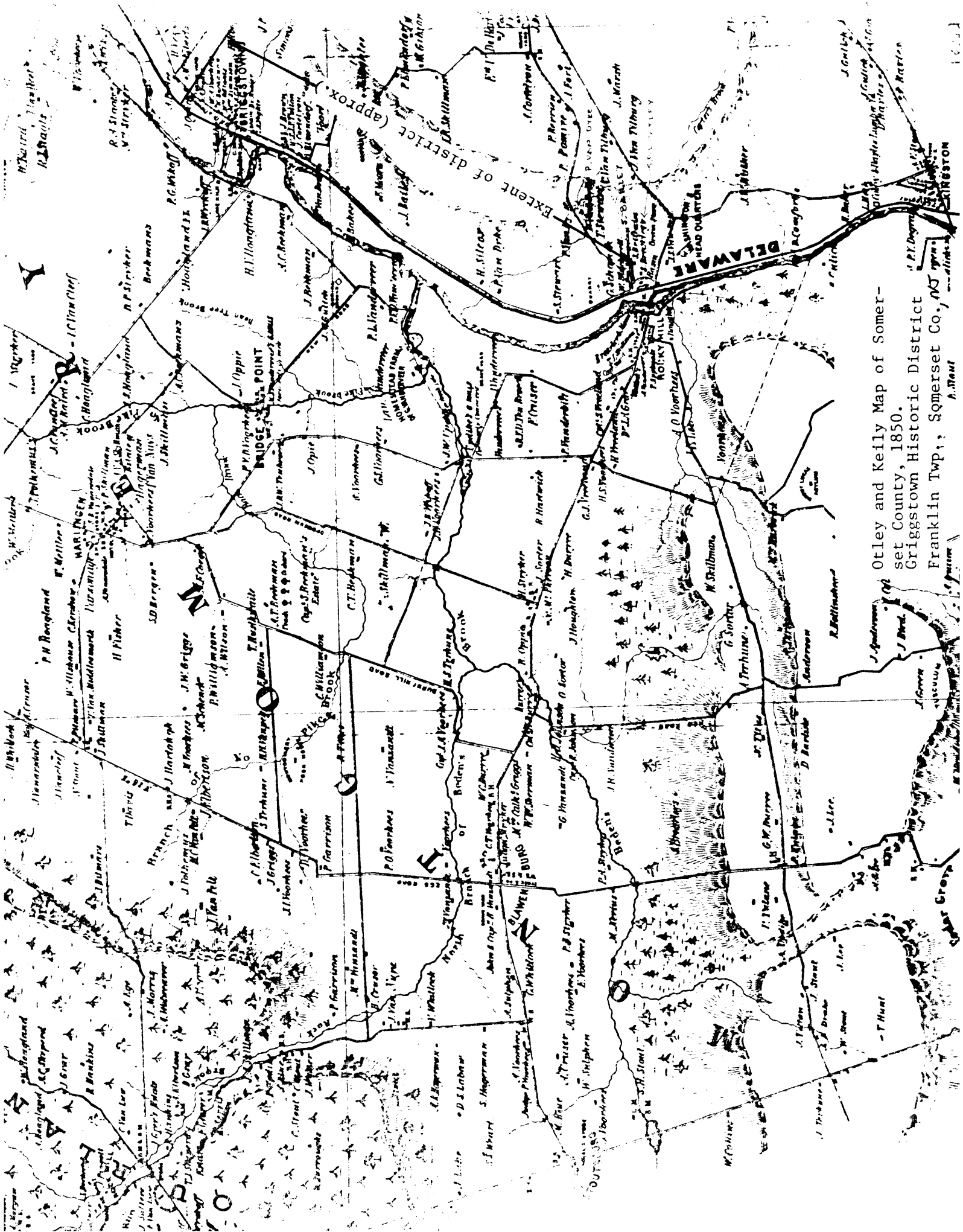


Louis Alexander Berthier's "Route of the French  
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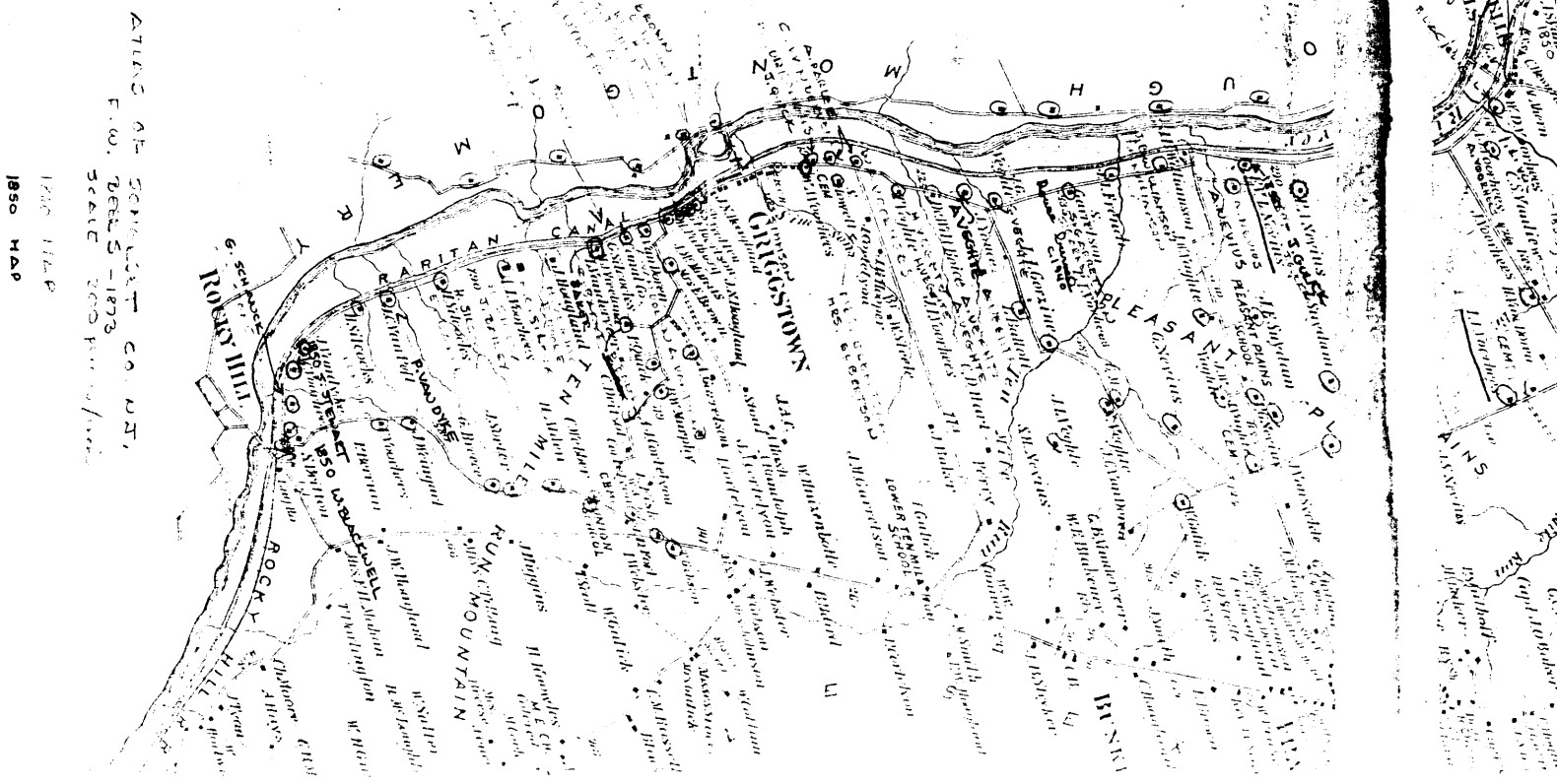
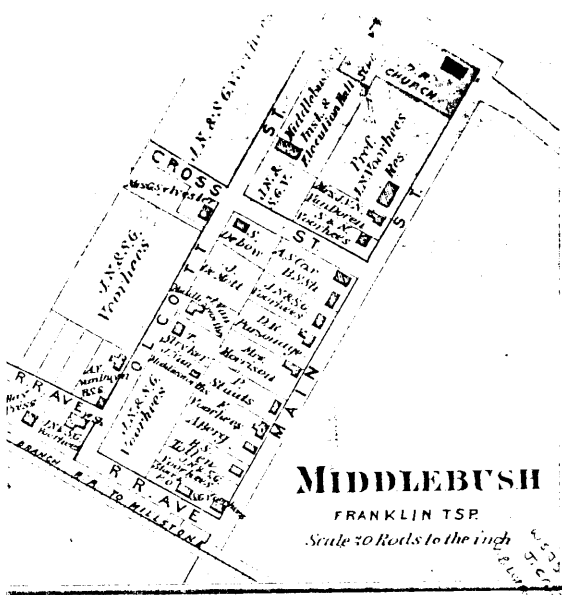
Griggstown Historic District  
 Franklin & Montgomery Townships  
 Somerset County, New Jersey

[Griggstown]

[Rocky Hill]



Otley and Kelly Map of Somers- set County, 1850.  
 Griggstown Historic District  
 Franklin Twp., Somerset Co., MD.  
 A. Kent



ATLANTIC SOUTH CO. D. I.  
F. W. ZIEGLER - 1873  
SCALE 200 Paces to an Inch  
1850 MAP

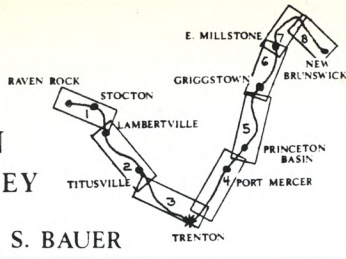
Griggstown Historic District  
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Somerset County, New Jersey

GRIGGSTOWN HISTORIC DISTRICT  
FRANKLIN TOWNSHIP + *Montgomery Township*  
SOMERSET COUNTY  
NEW JERSEY

ROCKY HILL and MONMOUTH JUNCTION  
QUADRANGLES - USGS







**GRIGGSTOWN HISTORIC DISTRICT**, MONTGOMERY  
 FRANKLIN TOWNSHIP, SOMERSET COUNTY, NEW JERSEY  
**ARCHITECTURAL SIGNIFICANCE**

**LEGEND**

	DISTRICT BORDER
	Streetscape Photo Index
	OUTSTANDING
	SIGNIFICANT
	NOTABLE
	NONE

