Supplementary Listing Record

NRIS Reference Number: RS77000856 Date Listed: 2/14/19

Property Name: Smithville Historic District

County: Burlington State: NJ

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

Signature of the Keeper 2/14/19 Date of Action

==========

Amended Items in Nomination:
The revised lat/long coordinates are located on the February 2019 boundary map. The revised acreage is 71 acres.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

Form No. 10-300 (Rev. 10-74) PH0367541

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED APR 6 1976
DATE ENTERED MAY 12 1977

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC: Smithville Historic District

AND/OR COMMON:

2 LOCATION

NJ38

STREET & NUMBER:

__NOT FOR PUBLICATION

CITY, TOWN: Smithville (Easthampton Twp.) __ VICINITY OF

CONGRESSIONAL DISTRICT: Fourth

STATE	CODE	COUNTY	CODE
New Jersey	34	Burlington	005

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	X PRIVATE	X UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	X IN PROCESS	X YES: RESTRICTED	X GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	X INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Smith Estate Co.; Grace Thomas; varied

STREET & NUMBER:

CITY, TOWN: __ VICINITY OF

STATE: New Jersey

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Burlington County Courty House

STREET & NUMBER:

CITY, TOWN: Mount Holly

STATE: New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: New Jersey Historic Sites Inventory 2834.1; 3

DATE: 1960 __FEDERAL X STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS: Historic Sites Section, Dept. of Environmental Protection

CITY, TOWN: Trenton

STATE: New Jersey

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
_GOOD	_RUINS	X ALTERED	_MOVED DATE_____
X FAIR	_UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Smithville Historical District is formed on 3 sides of Smithville Lake, with a narrow stretch along the east side and major portions to the north and south. The northern section contains the mansion and service building complex. This complex is surrounded by a massive stone and brick wall, which forms an "L" shaped enclosure, the long side of which parallels the Smithville-Jacksonville Road. This is the main road which runs north-south through the district. To the west of the manor complex are 2 streets of workers houses. The houses still stand on the southern street but only 2 remain on the northern street, along with a few foundations. To the east of the manor complex, across the Smithville-Jacksonville Road, are the remains of a sizable farm complex; consisting of a large frame barn and several brick buildings some of which are in ruins. There is also a brick house which probably dates from the early 19th century.

All of the aforementioned structures occur on upward sloping ground north of Rancocas Creek, which meanders in a generally east-westerly direction, slightly north of Smithville Lake.

South of the manor complex, and slightly north of Rancocas Creek, is a frame gothic cottage of the mid 19th century. There are also 2 brick shed roof factory buildings on the north-west shore of the lake. It is possible that at one time there were 4 buildings in that location.

The narrow stretch of the district, east of the lake, forms a thin strip of high ground between the lake and the low lying swamp land to the east.

The large southern portion of the district contains another cluster of buildings. On the west side of the main road is the old brick school house which is on the southeast shore of the lake. The building is currently the Easthampton Municipal Building. Next to it is a small fram house and the intersection of Forest Avenue, which runs east-west. Along this street are several large houses which date c. 1870. Further south on the Smithville-Jacksonville Road, is a railroad crossing with another cluster of buildings including a church and 4 mid 19th century frame houses.

The architectural focal point of the district is the manor house, which is an unusually fine example of a Greek Revival residence. It is central hall plan, 5 bay, brick building with a hip roof terminating in a balustrade. The third floor has windows which have Chinese screens, are formed

(cont.)

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(Rev. 10-74)

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into a deep entablature, which is articulated by a brick string course. The main facades, which face north and south, have central, 3 bay, doric porticos of one story each. The mansion also has a 4 bay 2 story extention, on the west side, whose parapet roof is surmounted by a small square cupola. Adjacent to the mansion is a continuous series of service buildings, which form an L shaped complex. Beginning at a point just west of the mansion, it meanders northward, with many additions, to the rear wall of the property. It also starts westward from that point, bridges a service road and meanders westward to the west property wall. In addition to stables and other services, this complex also contains recreation facilities including a bowling alley. In the northeast corner of the mansion property is a 2 story brick building.

The massive stoned brick wall, which surrounds the manor property, is capped by a heavy sloped iron plate, and crowned with iron spikes. Near the center of the east wall is the main carriage entrance which is flanked by a pair of large iron urns. The other entrance occurs on the south wall, directly on axis with the south portico of the mansion. It is flanked by a pair of cast iron eagles, on octagonal piers. These eagles do not frame the gate symmetricly. This is due to the arrangement of their wings. Because they were cast from the same mold, the eagle on the left gate post has its outer wing lowered and inner wing raised, while the eagle on the right gate post has its inner wing lowered and its outer wing raised.

This is the main approach to the mansion. The grounds are well landscaped in the fashion of a formal garden with statuary and a pair of iron fountains.

The workers houses to the west of the manor complex, are simple, flatroofed, 2 story, frame houses, with denticular cornices and sash windows. A typical example is the double house on Park Avenue, which has a double porch with one central column, and Italianate "gingerbread" bracketting.

Most of the houses south of the lake are similar to this except that many have the added feature of a garret story third floor.

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Description
Smithville Historic District

The district consists of two major areas of historic buildings which occur on opposite sides of Smithville Lake. The lake was included because it was built and enlarged by successive owners of the town (including Hezekiah Smith), and is intimately associated with the town's history.

Although the surviving buildings are somewhat scattered, evidence indicates that at one time the concentration of buildings was much greater. Many of the frame workers houses have been demolished. This is particularly true of the southern panhandle area.

Evidence indicates that there was an additional row of houses north of Park Avenue and that there were two additional factory buildings in the present factory complex.

The northern end of the district is a relatively contiguous group of buildings. The buildings at the southern end are fewer and more widely spaced, but they still read as a distinct group, and are distinguishable from the surrounding country side. As on approaches along the Smithville-Jacksonville Road, they appear to be a small hamlet.

Although the two halves of the town and the lake are contiguous, their visual connection is weak. However, the district boundaries were drawn to include all three for the following reasons.

1. This recognizes the fact that they are contiguous;
2. this recognizes their common historical association;
3. The one time size and extent of the company town is indicated by the disposition of the remaining buildings.

Comprehensive Inventory

1. Manor Complex: 3 story Greek Revival brick mansion with side wing, rear wing, and stable. Surrounded by a formal garden and a brick wall.
2. Nos. 10 & 11 Park Avenue: double house (worker's housing), frame with 4 major bays, plus a central entrance double porch (one side serving each half of the House) vaguely Italianate styling. Asbestos siding.

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3. Nos. 8&9 Park Avenue: double house (workers housing), frame, similar to #2 except that the 2 bay entrance porch has only one column (located in the center) with elaborate scroll brackets in the corners. (asbestos sided)

4. No. 7 Park Avenue: 2 story, 5 bay single house (workers housing), frame, vaguely Italianate. (asbestos sided)

5. No. 6 Park Avenue: similar to #4.

6. Nos. 4 & 5 Park Avenue: 2 story double house (workers housing) of 4 major bays with central double entrance and a wide 3 bay Italianate porch. (asbestos sided)

7. No.1 Park Avenue: similar to #4

8. No. 2117 Mead Lane: mid-19th century 2 bay, 2 story clapboard frame house of simple character.

9. Park Avenue and Smithville-Jacksonville Road: 2 1/2 story frame Gothic Revival house with rear porch and out buildings which has tie beam motif.

10. Farmhouse (farm complex): 2 story, 3 bay, pitch roof, scored stucco with clapboard, shed roof side wing, one bay front porch.

11. A large brick stable (farm complex) with iron lintels. Building has domestic form with pitch roof 2 1/2 stories and 6 bays (mid-19th century).

12. Warehouse (farm complex) 3 story brick with iron lintels, 3 bays on a side and a shallow pitch roof.

13. Large barn (farm complex) recently constructed using the remains of an old brick wall as an end wall.

14. River Street factory buildings, 2 story, 14 bays, brick with a slightly pitched shed roof.

15. River Street factory complex: at one time 2 stories, now one, brick, much altered.

16. River Street iron truss bridge whose ends are decorated with cast iron pineapples.

17. Easthampton Twp. Municipal Hall: a "T" plan building with the entrance at the bottom of the "T", brick with entrance tower and spire and a 6 bay hall to the rear, 1 story with raised basement. (late 19th century)

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18. No. 28 Smithville-Jacksonville Rd.: 2 story frame clapboard house with a side wing and gable end returns. (mid-19th century)

19. Nos. 33 & 35 Forrest Avenue: double house (workers housing),frame, 4 major bays with double entrance in the center, no porch, steep pitch roof. (asbestos siding)

20. Forrest Avenue and Smithville-Jacksonville Road: similar to #19.

21. Nos. 32 & 34 Forrest Avenue: double house, similar to #19.

22. No. 45 Smithville-Jacksonville Road: similar to #19 but with fine medalion cornice, small rear shed extention and a 2 bay front porch.

23 & 24. United Methodist Church and Parsonage: Greek Revival basilican clapboard church with frontal tower and belvidere. Parsonage has gable end returns and clapboard surface, 3 bays, 2 1/2 stories.

25. No. 51 Smithville-Jacksonville Road: similar to #19 but with 3 bay porch with columns which are square cut in Eastlake shape turnings

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION
__1900-	__COMMUNICATIONS	X INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Industry:

The Smithville Historic District constitutes an intact, surviving company town, of the mid 19th century. As such it demonstrates, by its placement of the manor house in the midst of the factory and workers housing cluster, a relationship between management and labor which was no longer possible with the advent of big business. In addition, it was a fertile ground of engineering innovation which produced one of the world's only bicycle railroad, and developed a prototype of the modern bicycle.

Architecture:

The mansion is a large, imposing, and unusually is a fine example of Greek Revival architecture in New Jersey. In addition, there are a number of Italianate workers houses which constitute a period dormitory complex.

History:

The first settlers in the vicinity were mainly Dutch and English Quakers seeking refuge from persecution in Europe. The first known settler on the Rancocas Creek at Smithville was Jacob Parker, who built a dam in the vicinity in 1789 for a mill. During the American War of Independence, entrenchments were dug in the Smithville Woods by the men of General Philemon Dickenson's Brigade to forestall General Clinton's retreat from Philadelphia. Traces of these works were still visible on the landscape in 1936. In 1828, Jonathan and Samuel Shreve, who kept a store in Columbus, moved to the Parker location and established a calico factory. They built a town here and called it Shreveville. In 1848, a Mr. Samuel Sample was brought over from Scotland to be in charge of the factory, and shortly thereafter, another factory was built to manufacture spool cotton thread. It is said that the first spool cotton in the United States was made at Shreveville.

The Shreve family built the present mansion in 1842. Disaster struck in 1856, however, when the factory burned, the Shreves went bankrupt, and Samuel Semple moved to Mount

(cont.)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(see continuation sheet)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 80

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	18	521550	4426140
B	18	521550	4425130
C	18	521050	4425130
D	18	521050	4426140

VERBAL BOUNDARY DESCRIPTION

(see continuation sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
New Jersey	34	Burlington	005

11 FORM PREPARED BY

NAME / TITLE: N.J. Historic Sites Staff — March 1970

ORGANIZATION — DATE

STREET & NUMBER: Labor & Industry Building — TELEPHONE

CITY OR TOWN: Trenton, New Jersey — STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE ___ LOCAL X

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Commissioner Department of Environmental Pro. DATE MAR 31 1976

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION Keeper, National Register DATE 5/12/77

ATTEST: KEEPER OF THE NATIONAL REGISTER DATE 5-10-77

GPO 892-453

Form No. 10-300a
(Rev. 10-74)

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Holly. In 1865, Hezekiah Smith came upon the scene and purchased the manor and factory for $23,000. Shortly thereafter, the name of the town changed to Smithville.

Hezekiah B. Smith was born in Bridgewater, Vermont, where his family had been neighbors of the Coolidges of nearby Plymouth. At 14 he found a job with a cabinetmaker in Woodstock and was soon given charge of all the shop machinery.

Within five years Hezekiah had his own furniture factory in an abandoned balcksmith's shack and was soon shipping furniture to Boston, Lowell and Springfield. He saved his money and by early manhood had become prosperous and respected.

Smith eventually became a leading manufacturer of window blinds. By the end of the Civil War he had outgrown his plant. Determined to move, he visited the village of Shreveport (also called Shreveville), New Jersey. He wished to buy a plant with unlimited opportunity for expansion in a rural area where he would not compete for labor. Nestling along Rancocas Creek, the village consisted of several serviceable large buidlings, a tavern, about 35 homes for employees and a dilapidated manor house. A millpond provided water power, a single-track railroad connected with the main line at Mount Holly, three miles away.

Smith bought the whole community, including 2,000 acres of land, and had the name changed to Smithville. His machinery was installed, the millpond enlarged and extensive additions made to the factory buildings.

Smith extensively altered the mansion, adding a billiard room and bowling alley, a stable, coach house, conservatory and greenhouse. Formal gardens were planted, and around the whole a tall brick fence was constructed with large eagles above the main gate. A barn with a tower that could be seen for miles was constructed. Smith claimed that he spent altogether over a half-million dollars on his town.

Then Agnes Gilkinson arrived. Introduced as Mrs. Smith, she was a charming hostess and beautiful. As a girl she had been one of Smith's employees. He sent her to finishing school and later to the Woman's Medical College of

(cont.)

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Pennsylvania in Philadelphia, the only one in the country at that time. In Smithville, Agnes acted as company physician and edited the Smithville Mechanic, a weekly magazine.

The H. B. Smith Machine Company became the largest woodworking machinery plant in the country. It filed about 65 patents, some quite startling. Experiments were made "with a mechanism applied to the center of a long-line shafting which would under sudden stress allow either section of the revolve independently of the other." Perfected, this later became the automobile differential.

In 1879, one of the nation's first horseless carriages was constructed at Smithville. Using a kerosene-burning steam engine with a fire-tube boiler and three-speed gear, the vehicle operated successfully on a number of trial runs but, since it frightened both horses and people, Smith concluded it was too dangerous. "Put it away, Fritz", he said to his helper. "We're 20 years ahead of time".

Smith had high hopes for an experimental tricycle, but it never caught on. He also built a steam-driven bicycle, one of the first motorcycles. The engine was on the steering column, and power was applied to the rear wheel by a leather belt. Later he used steam to drive a tricycle.

Bicycles were growing in popularity in the 1870's. It was in 1879 that George W. Pressey came to see Smith. The inventor impressed Smith and, after successful tests, Smith agreed to make the safety bicycle, paying Pressey a royalty on each one sold. Thus the Star bicycle was born, hitting the market in 1881. Although some objections were raised that, with its small wheel in front, it didn't look much like a bike, the Star's speed and safety made it an almost immediate success.

Early Stars were driven by straps that wound around the rear wheel hub. Chain drives were introduced in the Eighties, and by the middle of that decade the newest bicycles looked much like today's. Smith pushed his models hard in the face of competition. He employed Tom Finley, a noted athlete, to tour the country on a Star. In Washington, D.C., Finley announced that he would ride down the Capitol steps. The

(cont.)

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police arrested him, but then relented and let him accomplish the feat. He also rode down Mount Washington and, it is said, did bike tricks in the Philadelphia Academy of Music.

Finley won the world bicycle record for the mile: two minutes, 34.4 seconds. Star records ranged from the half mile to the 100 mile and included the "hands-off" half-mile and mile.

Smith correctly concluded that the bicycle craze would slowly die down and, although gross Star sales became several times larger than those of woodworking machinery, he refused to allow his original product to be neglected. He did, however, inspire the use of the bicycle to solve a major problem. Smithville did not have enough houses for all of Smith's employees, so almost half of them lived in Mount Holly. The connecting railroad was principally used for freight, and the railroad compnay refused to add passenger runs. So Smith put an employee, Arthur E. Hotchkiss, to work planning the world's first bicycle railroad.

Although it wasn't finished until after Smith's death, the Hotchkiss Bicycle Railroad remains a testament to his foresight. It was essentially a grooved metal monorail, held up by a trestle, from which the cycles hung. They held one to four passengers, who did the work, pedaling from the outskirts of Mount Holly to the center of Smithville, crossing the Rancocas Creek seven times, all in from eight to ten minutes. It lasted form 1892 to 1898, and a ride on it became a popular Sunday diversion for young couples. They would line up outside the Pine Street terminal in Mount Holly and wait for hours to take turns. Gradually, most of the employees got their own bikes and the novelty of the railroad wore off.

Smith also used his considerable talent as a promoter to persue a brief political career.

On a bright day in 1878 a processing marched toward the courthouse square of Toms River, New Jersey. The band, resplendent in gold-braided uniforms, struck up "Hail the Conquering Hero Comes".

Several carriages followed the band. In the first, an open landau, sat two men. One was large and middle-aged,

(cont.)

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thickly bearded, continuously waving to the crowd. The other was old and wizened, a silent figure huddling under a paisley shawl. Behind them came a one-man sulky pulled by a harnessed moose!

Thus did Hezekiah Bradley Smith run for Congress on the Democratic and Greenback ticket. He had decided that the only way he could lure his rural backers to his meetings was by arousing curiosity. Hence the moose and the presence of Alexander Hamilton Stephens, former vice president of the Confederacy. South Jersey had been pro-South during the Civil War: "a nest of Copperheads".

The farmers flocked to the rallies, drawn either by the moose or the former rebel, and Smith was elected. Two years later, the farmers failed to attend either the rallies or the polls. Stephens was running for governor of Georgia and was no longer available. Smith lost and later served a term as a state senator.

Smith died in 1887, leaving the bulk of his estate to establish a mechanic school for boys. But his son, Captain Elton A. Smith, succeeded in breaking the will, and eventually became president of the H. B. Smith Machine Co.

The Star bicycles were produced until 1910. By then bikes looked much as they do today, with wheels of equal size. But the bicycle boom, which had begun in the 1880's was petering out because all popular attention as fixed on automobiles.

As in many towns of that era, the company ran all aspects of life in the town. Smith was progressive in his dealings with the workers. He built a school, opera house, zoo, church, ballroom and other facilities for the town. He paid top wages, held to a nine hour day and closed his plants Saturday afternoons. He footed the bill for the Smithville Silver Coronet Band and paid its members for their services when he ran successfully for the U.S. House of Representatives.

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Significance:
Smithville Historic District

In 19th century New Jersey there were a number of industrial towns which were owned or dominated by one concern.

But few survive as well as Smithville. Other period examples, notably Allaire, Batsto and Atsion, lost considerably more of their original fabric. Batsto, for example, has no surviving industrial buildings, few surviving worker's houses. Oxford, in Warren County, is probably the only period New Jersey company town which is clearly more intact than Smithville.

VERBAL BOUNDARY DESCRIPTION

Beginning at the intersection of Maple Avenue and the Smithville-Jacksonville Road proceed due east for 375 ft., thence due south for 625 ft. Thence, due west to the Smithville-Jacksonville Road. Thence, south along Smithville-Jacksonville Road to a point 375 ft. north of the intersection with Forrest Avenue, thence due east 250 ft. Thence due south 1500 ft., thence due west to the Smithville-Jacksonville Rd. Thence due west 75 ft. Thence due north to the shore of Smithville Lake, thence around the west end of the lake proceeding to the north side round to a certain point then due north. (This north-south line is located 400 ft. west of the place where River Street crosses the feeder into Smithville Lake.) Proceed due north to a point due west of the intersection of Park Avenue and Maple Avenue. Thence due west to the aforesaid intersection, thence west along Maple Avenue to Smithville-Jacksonville Road.

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New History Atlas of Burlington County New Jersey, J. D. Scott, 1876, pages 81, xxl
The Historic Rancocas, George DeCou, pages 69, 84, 133, 148.
History of Burlington County and Mercer County, Woodward and Hageman, 1883, pages 313-315.
Courier Post, Camden, New Jersey, Nov. 18, 1970, page 62.
"Hezekiah Smith, Builder of Safety Bicycle", George Walton Smithsoinian Magazine, pages 70-74, 1971.

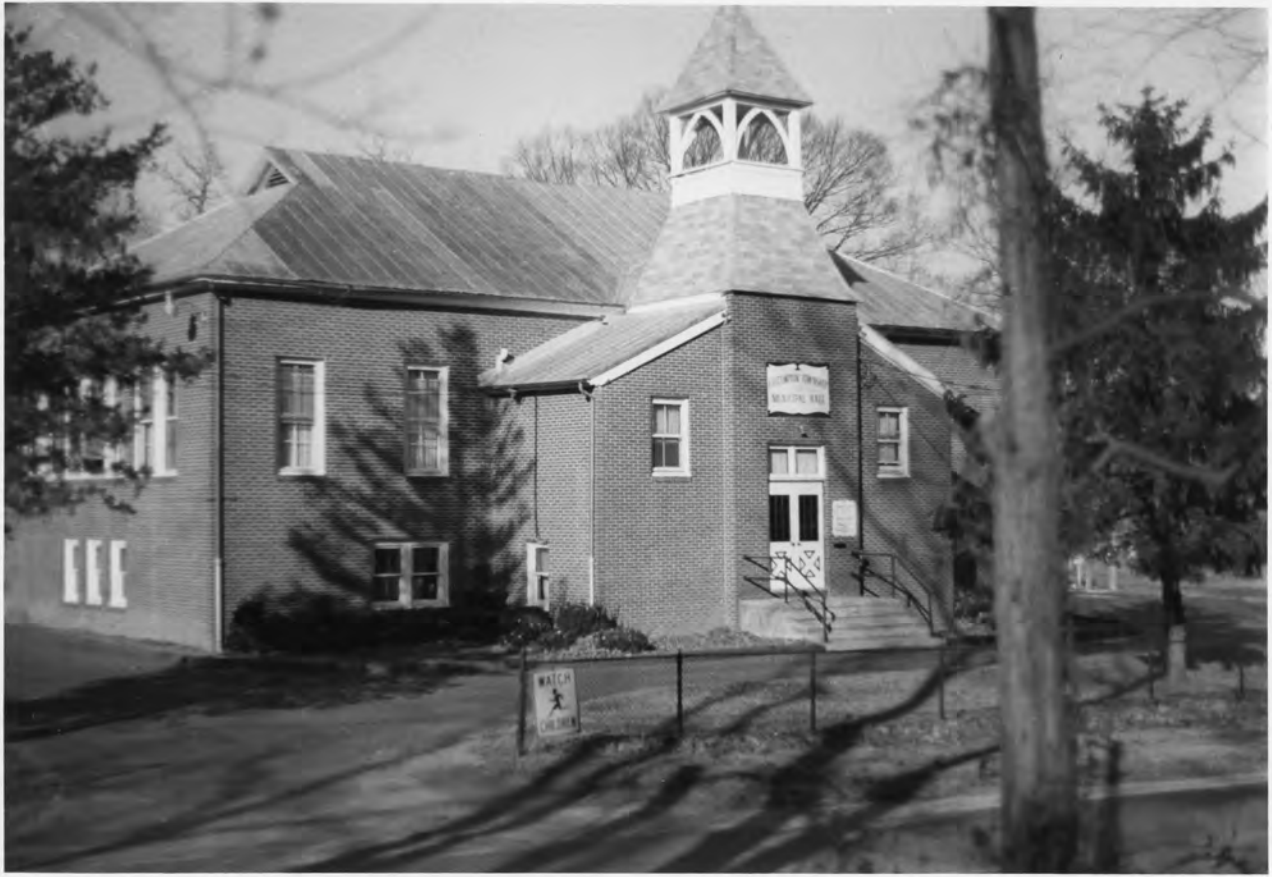
Smithville, NJ 08201

only those checked 2/27/77 eaf

Property Ownership in the Smithville Historic District

(source - Burlington County tax records)
1976

Property	Owner
1. Smithville Mansion and annexes, within Mansion wall	1. Board of Chosen Freeholders County of Burlington BURLINGTON COUNTY OFFICE BLDG MT HOLLY, N.J. 08060
2. 6 worker's dwellings along Park Avenue	2. Board of Chosen Freeholders County of Burlington repeat
3. 2 worker's dwellings along Maple Ave.	3. Board of Chosen Freeholders County of Burlington repeat
4. Gardener's House Park Ave.	4. Mr. & Mrs. Hugh Keiffer RD #2, Mt. Holly, 08060 ✓
5. Gothic Cottage Park Ave. and Jacksonville Rd.	5. Board of Chosen Freeholders County of Burlington repeat
6. Farm complex, across Jacksonville Rd. from Mansion	6. Harry Pike, Jr. R.D. 2, Mt. Holly, 08060 ✓
7. Factory Complex River Street	7. Board of Chosen Freeholders County of Burlington repeat
8. Eastampton Township Vol. Fire Co., Jacksonville Rd.	8. Eastampton Twp. Vol. Fire Co. RD #2, Mt. Holly, 08060 ✓
9. Eastampton Municipal Bldg. Jacksonville Rd.	9. Eastampton Township SMITHVILLE RD R.D. # 2 MT HOLLY, N.J. 08060
10. 18th century frame house (adj. to #9) Jacksonville Rd.	10. Board of Chosen Freeholders County of Burlington repeat
11. 3 worker's dwellings Forrest Ave.	11. Board of Chosen Freeholders County of Burlington repeat
12. Methodist Church Jacksonville Rd.	12. Smithville Methodist Church ✓
13. Early 19th century frame house adjacent to #12, Jacksonville Rd.	13. Smithville Methodist Church repeat
14. Double frame house (19th Cent.) W. side Jacksonville Rd.	14. H.B. Smith Machine Co. R.D. #2, Mt. Holly, 08060 ✓
15. 3 19th century frame houses east side of Jacksonville Rd.	15. H.B. Smith Machine Co. R.D. #2, Mt. Holly, 08060 repeat


WATCH
CHILDREN


SLATER

SMITHVILLE HISTORIC DISTRICT

SKETCH MAP (NO SCALE)

SMITHVILLE LAKE

625'

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RIVER ST
PARK AVE
MAPLE AVE
FORREST AVE
MANOR COMPLEX

SMITHVILLE → JACKSONVILLE RD.

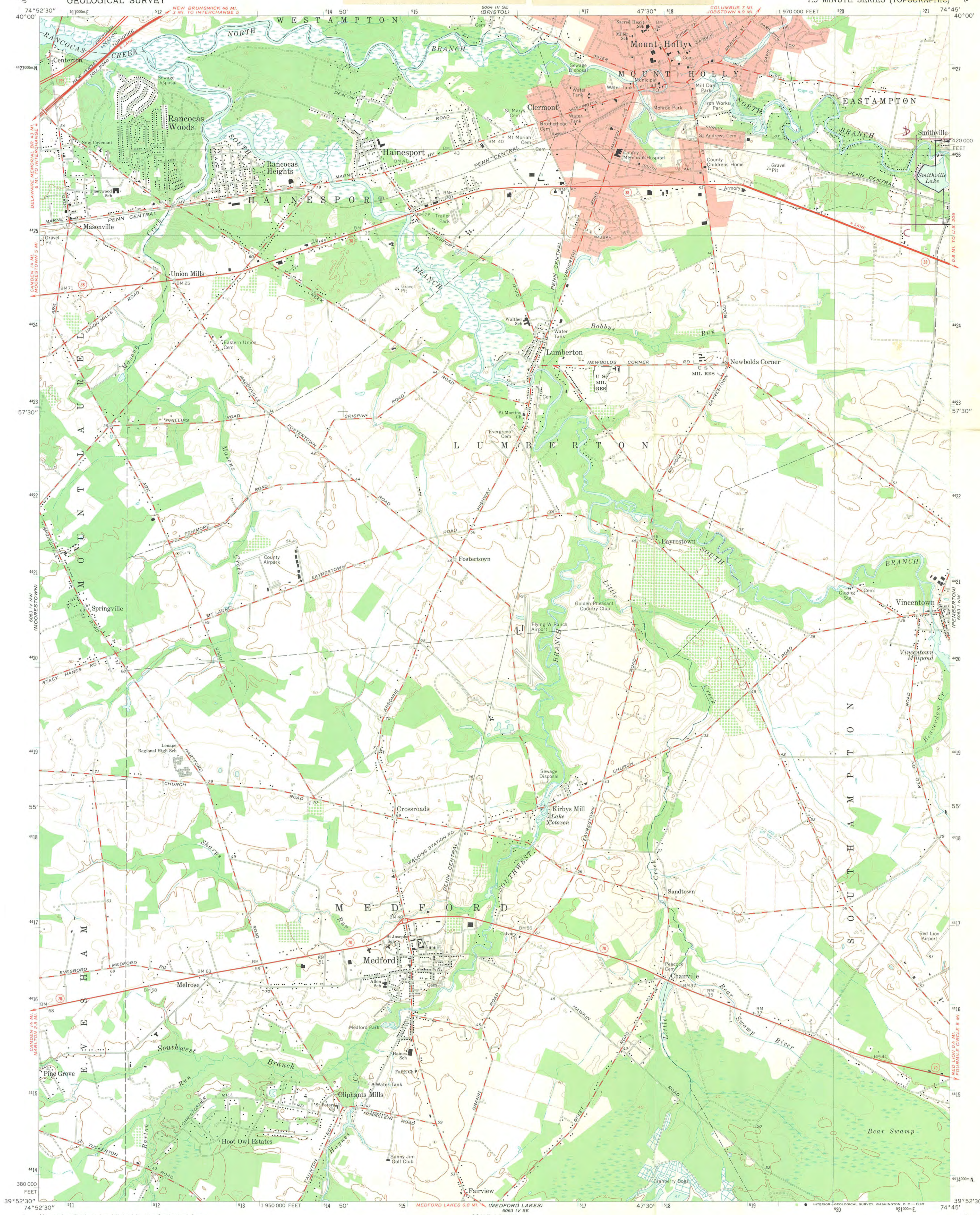
N

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

Smithville, Eastampton, Burlington County USGS map. UTMs N. J.
A 18 521 550 4426 140
B 18 521 550 4426 130

C 18 520 950 4426 130
D 18 520 950 4426 130

MOUNT HOLLY QUADRANGLE
NEW JERSEY–BURLINGTON CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and New Jersey Geodetic Survey

Planimetry by photogrammetric methods from aerial photographs taken 1951. Topography by planetable surveys 1952–1953
Revised from aerial photographs taken 1965. Field checked 1967

Polyconic projection. 1927 North American datum
10,000-foot grid based on New Jersey coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

Red tint indicates areas in which only landmark buildings are shown

UTM GRID AND 1967 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — State Route

NEW JERSEY
QUADRANGLE LOCATION

MOUNT HOLLY, N. J.
N3952.5—W7445/7.5
1967

AMS 6063 IV NE—SERIES V822

Smithville, Eastampton, Burlington
County, N. J. USGS map UTMs
A 18 521 550 4426 140
B 18 521 550 4426 130

C 18 520 950 4425 130
D 18 520 950 4426 130

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

UNITED STATES
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

PEMBERTON QUADRANGLE
NEW JERSEY—BURLINGTON CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
NW/4 PEMBERTON 15′ QUADRANGLE

6064 II SE (BRISTOL)
6064 II SW (COLUMBUS)
6064 II SE (NEW EGYPT)
74°45′
74°37′30″
40°00′
57′30″
522 000m E.
531 000m E.
2 010 000 FEET
420 000 FEET
4427 000m N.
4426
4425
4424
4423
4422
4421
4420
4419
4418
4417
4416
4415
4414 000m N.
380,000 FEET
39°52′30″
1 980 000 FEET

TRENTON 17 MI.
CHAMBERS CORNERS 1.2 MI.
ARNEYS MOUNT 0.7 MI.
JULIUSTOWN 1 MI.
I.6 MI. TO N.J. 68
BROWNS MILLS 3 MI.
CAMDEN 21 MI.
MOUNT HOLLY 2.7 MI.
KIRBY'S MILL 3.5 MI.
VINCENTOWN 2 MI.
CAMDEN 21 MI.
MEDFORD 4.5 MI.
INDIAN MILLS 5.7 MI.
17 MI. TO U.S. 30
SOOY PLACE 0.9 MI.
BROWNS MILLS 2.5 MI.
7.8 MI. TO N.J. 70
FOUR MILE CIRCLE 4.1 MI.
FOUR MILE CIRCLE 1.5 MI.
LAKEHURST 20 MI.
1.8 MI. TO N.J. 70

SPRINGFIELD
EASTAMPTON
NEW HANOVER
FORT DIX MILITARY RESERVATION
PEMBERTON
SOUTHAMPTON
WOODLAND
TABERNACLE
LEBANON STATE FOREST

Smithville
Ewansville
Birmingham
Crescent Heights
Trailer Park
Settling Basin
Water
Landing Strip
Ball Park
Comical Corners
Water Tower
Cem
Sewage Disposal
South Pemberton
Sta
Power Station
MIL RES
County Hospital
County Welfare Home
Newcomb Hospital
Pemberton Heights
New Lisbon
Cranberry Bog
Magnolia
Cranberry Bogs
Buddtown
Vincentown
Vincentown Millpond
Standpipe
Oak Grove Ch
Retreat
CRANBERRY BOGS
Beaverville
Red Lion Airport
Red Lion
Red Lion Circle
Friendship
Big Hill
Old Forge Lake
St James Ch
Burrs Mill
Cranberry Bog

Powells Run
North Branch Rancocas Creek
Jade Run
Cedar Run
Greenwood Br
Beaverdam Creek
Friendship Creek Br
Burrs Mill Brook
Bear Swamp
Bear Swamp River
Cold Water Run

PENN CENTRAL
UNION TRANSPORTATION
PEMBERTON ROAD
NORTH PEMBERTON ROAD
OLD GRADE ROAD
BIRMINGHAM ROAD
BUDDTOWN ROAD
MAGNOLIA ROAD
AQUEDUCT ROAD
APPROX BDY
BDY

Mapped by the Army Map Service
Published for civil use by the Geological Survey

Control by USC&GS, USCE, and New Jersey Geodetic Survey

Topography from aerial photographs by photogrammetric methods
Aerial photographs taken 1947. Planimetric detail revised from aerial photographs taken 1955–1956. Field check 1957

Polyconic projection. 1927 North American datum
10,000-foot grid based on New Jersey coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Revisions shown in purple compiled by the Geological Survey from aerial photographs taken 1971. This information not field checked

MN 10° 178 MILS GN 0°12′ 4 MILS
UTM GRID AND 1971 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24000
1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 KILOMETER
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

NEW JERSEY
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
U. S. Route — State Route

PEMBERTON, N. J.
NW/4 PEMBERTON 15′ QUADRANGLE
N3952.5—W7437.5/7.5
1957
PHOTOREVISED 1971
AMS 6063 I NW—SERIES V822

INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D. C.—1971

National Register of Historic Places

Note to the record

Additional Documentation: 2019

AD77000856

NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

RECEIVED
JUN - 9 2017
Natl. Reg. of Historic Places
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Smithville Historic District (Additional Documentation)

other names/site number

2. Location

street & number Smithville Road; Forest, Railroad, Park and Maple Avenues; River Street and Smithville Lake ☐ not for publication

city or town Eastampton Township ☐ vicinity

state New Jersey code NJ county Burlington code 005 zip code 08060

3. State/Federal Agency Certification

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

Bob Boone — ASS't Commissioner — 3/29/17
Signature of certifying official/Title — Date

NJ DEP
State or Federal agency and bureau

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

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: — Signature of the Keeper — Date of Action

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

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

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☑ other, (explain:) Additional Documentation Approved

Lisa Deline — 2/14/19

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [ ] private
- [X] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	1	buildings
0	0	sites
0	3	structures
0	0	objects
0	4	Total

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

N/A

Number of contributing resources previously listed in the National Register

23

6. Function or Use

Historic Functions
(Enter categories from instructions)

INDUSTRY/PROCESSING/EXTRACTION:
manufacturing facility
DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
AGRICULTURE/SUBSISTENCE:
agricultural outbuildings
TRANSPORTATION: road-related (vehicular)

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE: outdoor recreation
RECREATION AND CULTURE: museum
GOVERNMENT: government office
TRANSPORTATION: road-related (vehicular)

7. Description

Architectural Classification
(Enter categories from instructions)

MID-19TH CENTURY: Greek Revival
MID-19TH CENTURY: Gothic Revival
LATE VICTORIAN: Italianate
OTHER: Patterned brickwork
OTHER: Continuous concrete slab

Materials
(Enter categories from instructions)

foundation: BRICK; STONE: sandstone
walls: BRICK; WOOD: weatherboard; ASBESTOS
roof: ASPHALT
other: METAL: iron; STUCCO; CONCRETE

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

8 Statement of Significance

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

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

Criteria considerations
(mark "x" in all the boxes that apply.)

Property is:

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

Areas of Significance
(Enter categories from instructions)

INDUSTRY
ENGINEERING
ARCHITECTURE
INVENTION
COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance
c.1750-1917

Significant Dates
1865
1831

Significant Person
(Complete if Criterion B is marked above)
Hezekiah Bradley Smith; Agnes Gilkerson Smith

Cultural Affiliation
N/A

Architect/Builder
Unknown

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [X] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey
- [ ]

Primary location of additional data

- [X] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [X] Local government
- [ ] University
- [ ] Other

Name of repository :Burlington County Parks Dept.

10. Geographical Data

Acreage of property 74.5 acres

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1			
2			
3			
4			

[x] See continuation sheet

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

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

11. Form Prepared By

name/title Jennifer B. Leynes/Senior Architectural Historian (rev. by Douglas McVarish, NJHPO, Feb., Aug. 2018)

organization Richard Grubb & Associates, Inc. date December 15, 2014

street & number 259 Prospect Plains Road, Building D telephone 609.655.0692 x314

city or town Cranbury state NJ zip code 08512

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative **black and white photographs** of the property.

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

Property Owner

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

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

DESCRIPTION NARRATIVE

Introduction

This nomination provides additional documentation for the Smithville Historic District in Eastampton Township, Burlington County, New Jersey. Smithville was listed in the New Jersey Register of Historic Places on August 26, 1974, and in the National Register of Historic Places on May 12, 1977.

The Smithville Historic District is comprised of an intact company town with a manor house at its center. The district was listed on the National Register under Criterion A in the areas of Industry and Engineering and under Criterion C in the area of Architecture. It has significance for its industrial production and technological innovations, which included the first bicycle railroad and a prototype of the modern bicycle. It is also architecturally significant for its manor house, which is an excellent example of the Greek Revival style in New Jersey (Photos 1-2), and for its collection of Italianate-style worker housing (Photo 3). Collectively, the buildings represent a significant and distinguishable entity. The period of significance in the original nomination was defined as 1800-1899 (N.J. Historic Sites Staff 1970). This additional documentation seeks to expand the areas of significance beyond that of the original nomination to include Criteria A, B, and C, in the added area of Invention, Community Planning and Development. It also expands the period of significance, to begin c.1750, when the first farmstead was established in the district, to 1917, when the company town began a period of decline. The district boundary has not been altered.

Inventory

The original nomination included a total of 25 resources. The following list indicates the present condition and level of integrity of each of these enumerated resources:

1. Manor complex. Excellent condition (restored after 1977). High integrity.
2. Nos. 10 and 11 Park Avenue. Excellent condition. High integrity/
3. 8 and 9 Park Avenue. Excellent condition. High integrity.
4. 7 Park Avenue. Excellent condition. High integrity.
5. 6 Park Avenue. Excellent condition. High integrity.
6. Nos. 4 and 5 Park Avenue. Excellent condition. High integrity.
7. No. 1 Park Avenue. Excellent condition. High integrity.
8. 2117 Mead Lane. Excellent condition. High integrity.
9. Park Avenue and Smithville-Jacksonville Road. Good condition. High integrity.
10. Farmhouse. Good condition. High integrity.
11, Brick stable. Good condition. High integrity.
12. Warehouse. Good condition. High integrity
13. Large barn. Good condition. Retains integrity from time of reconstruction.
14. River Street factory buildings. Ruinous condition, moderate level of integrity as site [reclassified as site.]
15. River Street factor complex. Ruinous condition. Moderate integrity (reclassified as site).

16. River Street Iron Truss Bridge. Replaced. Non-contributing.
17, Easthampton Township Municipal Building. Excellent condition. Moderate degree of integrity.
18. 28 Smithville-Jacksonville Road. Good condition. High integrity.
19. No. 33 and 35 Forrest Avenue. Good condition. High integrity.
20. Forrest Avenue and Smithville-Jacksonville Road. Excellent condition. High integrity.
21. 32 and 34 Forrest Avenue. Good condition. High integrity.
22. 45 Smithville-Jacksonville Road. Excellent condition. Moderate integrity.
23. United Methodist Church. Excellent condition. High integrity.
24. United Methodist Church parsonage. Demolished.
25. 51 Smithville-Jacksonville Road. Good condition. High integrity.

As of August 2018, the resources included in the 1977 nomination remain standing with the following exceptions: #16. River Road iron truss bridge, and #24. United Methodist Church parsonage. Therefore, this additional documentation references a total of 23 previously listed resources of the 25 resources enumerated in the 1977 nomination. In addition, due to deterioration in the intervening 40 years, the factory buildings (#14 and #15) have been reclassified as sites rather than buildings.

As indicated, the formerly listed parsonage of the Methodist Church has been demolished. There are no obvious surficial remains and no archaeological investigation of its former site has been undertaken. The River Road bridge was demolished and replaced with a new bridge on the same footprint. Therefore, archaeological remains of the older structure are not expected to be present. According to Village Historian Eric Orange, remains of some cedar posts have been found in the vicinity of the Rancocas Creek. These may have been used to support the bicycle railway. No additional surficial remnants have been found that may have been related to the railway.

This additional documentation expanded the inventory to include one contributing and four noncontributing resources as described below. One contributing resource was demolished during the course of preparation of this documentation and has therefore been omitted from the resource count included on the form. Each new building or structure has been assigned an inventory number consecutively following the numbering in the original inventory.

27 River Road Bridge over North Branch of Rancocas Creek Noncontributing (structure)
In 2005, a new steel truss bridge was constructed over the North Branch of Rancocas Creek on River Street (Photo 6), at the same location as the earlier iron truss (Inventory 16). The bridge is a historically sensitive replacement but is not a contributing resource because it was built outside the period of significance.

28 Smithville Dam Noncontributing (structure)
The Smithville dam was removed and replaced c.1995 (Photo 7). The reinforced concrete structure spans the North Branch of the Rancocas Creek west of the River Road Bridge.

29 Smithville Park Gazebo Noncontributing (structure)
A wooden gazebo has also been erected in the park near the mansion and worker housing (Photo 8). The gazebo replicates the bandstand erected during H.B. Smith's lifetime and is at the approximate location of the original structure. The gazebo harmonizes with its surroundings but is not a contributing resources due to its construction after the period of significance.

30 718 Smithville Road Noncontributing (building)
A one-story house has been constructed within the historic district boundaries south of Railroad Avenue, at 718 Smithville Road. Built in 1984, the frame building has a side gable roof and concrete foundation (Photo 9). It is a noncontributing building within the historic district.

The remains of the former factory complex, though mentioned in the original nomination were not fully described in the inventory (the numbering reflects that of the original nomination).

14 and 15. Factory complex remains. Southwest of River Street Contributing (site)

These remnants include foundation slabs and portions of the lower walls of the following buildings depicted on a 1904 map of the village redrawn for Bolger 1980 (p. 64). Because there has been no systematic research, field examination and documentation of these remains, they are considered as two contributing sites (designated as #s 14 and 15) within the district.

The buildings have substantially deteriorated since the initial nomination was prepared. Historic images included in this documentation show some of the buildings as they appeared in 1974 and 1986. The following are brief descriptions of the current condition of factory remnants. The buildings are identified as indicated in an illustration in Bolger 1980b:64 reproduced in the historic images section of the nomination.

1) a long portion of the lower northeast wall and shorter section of the northwest end wall of the office building (located on the northeast side of the gravel parking lot southwest of River Street) (Photo 11).

2) portion of the brick northeast end wall and southeast wall of the No. 1 Machine Shop (Photos 12 and 16). Openings in the northeast wall, loading doors and man doors, have been enclosed or covered, and a later concrete block wall extends perpendicularly from the west end of the wall. The intact section of the southeast wall includes two window openings defined by concrete sills and shallow arched concrete lintels with the openings enclosed with plywood panels. A possible loading door opening south of the two windows has been enclosed with concrete blocks. A poured concrete platform and ramp is located east of this opening.

3) South of the brick southeast wall of the machine shop are metal (probably iron) structural framing elements of the ground floor of a building (Photo 12). In addition, small portions of brick wall also exist. Visibility of this part of the site is restricted by overgrown vegetation. The visible fabric may represent a portion of the remainder of Machine Shop No. 1, a portion of Machine Shop #2 and possibly a portion of the part of the complex marked as "sheds" on the 1904 map. Two stories of the southwest wall of the Machine Shop #2 are also visible and are marked by a series of boarded-over or blocked in window and loading door openings.

4) A large one-and-two-story brick wall is located behind a modern metal fence adjacent to the southeast side of the parking area (Photos 13 and 14). The northern portion of this wall, which is piercer by a series of segmentally-arched openings, probably represents the northwest wall of the foundry.

5) Portions of the lower brick walls of the pickling room and the planar shop are visible in the southeast portion of the complex. Of varying heights, all are of brick construction and some have boarded-up door or window openings or window openings (Photo18).

6) The headrace of the complex's water system extends along the south side of the industrial precinct. A course, quarry-faced stone block retaining wall defines the north side of the race (Photo 17).

In addition, as previously mentioned, one formerly contributing resource was demolished during the course of revision of this amended nomination. The following description, taken from the original draft amended nomination, is included as a historic reference:

26 Smithville Road Bridge over the North Branch of Rancocas Creek Formerly Contributing (structure)

The expansion of the period of significance required the addition of one contributing structure that was omitted entirely from the previous inventory, the Smithville Road (County Road 684) Bridge over the North Branch of Rancocas Creek. Built in 1914, the Smithville Road Bridge was a 7-span structure that carried 2 lanes of traffic in a north-south direction over the North Branch of Rancocas Creek (see Photos 4-5; plans attached). It measured approximately 125 feet long and 27 feet, 6 inches wide. The bridge had a continuous reinforced concrete deck slab supported by precast reinforced concrete pile-bent piers. The abutments and wingwalls were of concrete and masonry construction. The pile-bent piers were comprised of five, 16-inch square precast reinforced concrete piles set 6-foot on center topped with a reinforced concrete cap beam. In 1949, pneumatically applied mortar (shotcrete) was applied to a majority of the visible areas of the bridge's abutments and wingwalls, deck, pier cap beams and piles. The railing system was comprised of galvanized pipes, approximately 2 feet high, mounted on a 1-foot high concrete brush curb. The bridge was technologically distinctive as an early example of a precast reinforced concrete driven-pile substructure. This structure was removed during the preparation of the present nomination revision and is described in this document as historic documentation (A.G. Lichtenstein & Associates, Inc. 1994:03E440). A replacement bridge is currently under construction (as of August 2018).

SIGNIFICANCE STATEMENT

Summary Paragraph

The Smithville Historic District was previously listed in the New Jersey and National Registers of Historic Places under Criterion A in the areas of Industry and Engineering and under Criterion C in the area of Architecture. Its period of significance extended from 1800 to 1899. This additional documentation expands the district's significance to include Criterion B, for its associations with Hezekiah B. Smith and Agnes Gilkerson Smith, and the added areas of Invention and Community Planning and Development.

The Smithville Historic District represents a continuum of occupation on the North Branch of the Rancocas Creek in modern Eastampton Township, Burlington County, beginning with a colonial farmstead, established c.1750, and a mill seat, established c.1780. In the 1830s, a cotton mill was established at the site and a company town developed by its owners, who lived in a Greek Revival-style mansion they built in the village. After its failure, the entire property was purchased by Hezekiah B. Smith, an innovative businessman, who moved his woodworking machinery business to the site. Smith's wife, Agnes Gilkerson Smith, was a doctor by training and edited the company's newspaper, the *New Jersey Mechanic*. Together the Smiths transformed the mill village into a model industrial town. H.B. Smith worked with his mechanics to invent new and improved woodworking machinery, and the company later produced the Star bicycle, an innovative high-wheel bicycle that enjoyed popularity during the 1880s. After H.B. Smith's death, control of the company passed to his son, Captain Elton Smith, who operated the business with great success until his death in 1917. The additional documentation suggests an expanded period of significance, beginning circa 1750 with the establishment of the original farmstead and ending in 1917 with the death of Captain Elton Smith. The district may also possess significance under Criterion D for both prehistoric and historic occupation. Since systematic archaeological testing of the entire site has yet to be conducted and evaluation of past investigations is incomplete, the present nomination does not claim significance under Criterion D.

Historic Context

As indicated in the existing historic overview, the village, originally Samuel Shreve's Shreveville and later H.B. Smith's Smithville, was a significant source of inventions and improvements to existing machinery. Shreve's major enterprise consisted of cotton spinning and weaving and printing cotton goods. He owned a machine shop and a grist and saw mill. With nationwide financial reverses of the mid-nineteenth century, he was unable to continue to operate the enterprise and sold the village to Hezekiah Bradley Smith, a successful machinery production engineer.

While Shreve's business model involved the use of existing production technology, Smith expanded his enterprise through new inventions. Smith converted the factory complex to produce a wide variety of woodworking machines. The millpond was enlarged, threadmills were converted to machine shops, the foundry was constructed and a turbine replaced water wheels. The H.B. Smith Machine Company, which

was incorporated in 1878, eventually manufactured 150 different styles of machines, held patents for about 30 inventions and in its heyday, produced one-quarter of the nation's woodworking machinery.

During the 1880s, the company's innovations were directed primarily toward mechanized means of transportation. A number of models of bicycles and tricycles were produced, including one which was steam-powered. Company patents for machinery developed in Smithville are summarized in the following table:

Patent #	Date	Title	Inventor
138,103	4/22/1873	Improvement in scroll-saws	Hezekiah B. Smith
RE 5,535	8/19/1873	Improvement in molding-machines	Hezekiah B. Smith
189,510	4/10/1877	Rod and dowel lathe	Smith and John Saltar, Jr.
200,677	2/26/1878	Chain Making Machine	Joseph J. White
202,667	4/23/1878	Improvement in Loose Pulleys	John Saltar, Jr.
204,929	6/18/1878	Belt-shifting Pulley	Joseph J. White
213,077	3/11/1879	Improvement in Vises	Bradley W. Storey
224,752	2/17/1880	Tenoning Machine	Jos. J. White, Wm. S. Kelley
241,839	5/24/1881	File and rasp cutting machine	Joseph J. White
292,562	1/29/1884	Wire Spoke	William S. Kelley
304,827	9/9/1884	Bicycle Saddle	William S. Kelley
321,819	7/7/1885	Bicycle	William S. Kelley
321,932	7/7/1885	Bicycle	William S. Kelley
358,494	3/1/1887	Manufacture of metal fellies	H.B. Smith & W.S. Kelley

Smithville was one of several "invention factories" that developed in New Jersey in the nineteenth century. Other enterprises were established by Alfred Vail of Morristown, whose family owned the Speedwell Iron Works, where the telegraph was developed; Oberlin Smith of Bridgeton whose company, Ferracute, developed the metal forming presses for a variety of industrial uses; and Solomon Andrews of Perth Amboy, whose inventions included barrel-making machinery, fumigators, forging presses, g as lamps and improved locks. These enterprises set the stage for well-known invention factories of the late nineteenth and twentieth centuries including Thomas Alva Edison's Menlo Park and West Orange laboratories. David Sarnoff's RCA Laboratories, and AT&T Bell Laboratories.

Remaining elements of Smith's invention factory include his residence, where he lived for the entirety of his time in Smithville, the dwellings of a number of Smith's "mechanics" and identified portions of the former factory complex. These elements enable the village to convey its character as a center of invention.

The Smiths

Both Hezekiah B. Smith and Agnes Gilkerson Smith were both individuals significant our past, and the Smithville Historic District is the property most closely associated with their productive life. Hezekiah

Smith's role in the H.B. Smith Machine Company and its inventions and products and the planning, physical development and change of the village is well-documented and demonstrates Criterion B significance for association with his productive life. As William Bolger indicated in his study of the village, it is natural to expect that an intelligent active woman such as Agnes Smith would have made a significant contribution to the development of Smithville:

> Her education and independent spirit would have inevitably led her to her own opinions on what the village could and should be. Indeed many of the details of village life and the village plan seem to reflect the influence of an intellectual as well as that of a mechanic-manufacturer…(Bolger 1980b:117).

Bolger points to Agnes Smith's idea to publish a newspaper, *The New Jersey Mechanic*, which she edited for most of its existence. Describing itself as a "weekly journal devoted to work man's interests and mechanics artts", its content clearly reflected Smith's interest in education, and included reprints on a wide variety of subjects from medicine and science to geography and politics, as well as original articles on life and events in the village, and more controversially, labor-management relations. In addition to her writings, Agnes Smith's influence was demonstrated in the physical and programmatic planning for the village of Smithville, planning which included provisions for education, self-improvement, entertainment, and recreation, and differentiated Smithville from many other company towns (Bolger 1980b:125-128).

Community Development

While much less common than mill villages in New England and the Southern states, rural New Jersey mill communities and companies represent an important element of the state's nineteenth and twentieth century built environment. Due to relentless development pressure in New Jersey, examples of small town mill villages are becoming increasingly endangered. Two other Burlington County communities, Whitesbog and Batsto, embody related contexts, the first associated with the beginnings of the commercial high bush blueberry production, while the latter was associated with the iron industry.

In his history of Smithville, William C. Bolger wrote of the role of the milltown in the United States in the nineteenth century: "The rural village was the first, and for a half a century nearly the only form of industrial development found in the United States. Prior to 1850, the countryside was full of relatively small industrial sites, while major industrial centers were only beginning to evolve. Only rarely were these industrial sites of any considerable size. More typical was a village like Shreveville/Smithville owned by an individual family and included a settlement of about 300 to 400 people."

Samuel Shreve initially developed the village and during his tenure it included a school, a store, a barn and stables, smoke and slaughter house, about 50 workers' housing units (the majority, doubles), and the mansion. After H.B. Smith purchased the property in 1865, he transformed the property by demolishing many of the older homes and building larger ones in their place. He created a public park with a gazebo at

the center of the village and also had a school house and opera house built, as well as a dormitory for unmarried factory mechanics.

In addition to physical improvements to the property, Smith introduced intellectual stimulation to his model industrial village. He shortened the workday, raised wages, provided fresh food from a village farm, and hosted intellectual and recreational events throughout the year. He also established a "monthly journal of mechanics, science and literature," *The Mechanic*. As a paternalistic company town, Smithville may be compared to other villages in the state including Roebling, erected as the company town for the John A. Roebling's Sons steel plant; Batsto, a rural Burlington County industrial center of the iron and later, glass industries; and Allaire Village, Monmouth County, a short-lived village established to produce pig iron and hollowware, that flourished for a time in the 1820s and 1830s.

Elements that contribute to the significance of Smithville as a planned industrial village include a preexisting plan used to lay out the community, the presence of a series of company-owned houses to accommodate a variety of living situations, and the nearby industrial workplace. Although several historic buildings such as the opera house, have been demolished, the village continues to convey its character as a nineteenth and early twentieth century industrial village, and as such, possesses local significance.

Historic Overview

The community known today as Smithville[1] lies on the North Branch of Rancocas Creek in Burlington County. The property was first surveyed in 1683 to delineate a 500-acre tract of the West Jersey Province purchased by Henry Stacy of Burlington City in 1676. Many of the surrounding properties were also surveyed and distributed during the period 1682-1684, although the tract south of the creek, which would later become part of the Smithville dam site, was unappropriated during the seventeenth century.

Stacy apparently rented his tract to tenants. When the property was sold by his widow in 1686, the tract was said to include the "house, buildings and improvements thereupon made or being made in the tenure of Michael Buffin and George Shinn" (Bolger 1980b:7). The property was purchased by Sarah Parker, a widow, who later divided the tract into three parcels and distributed them to her sons George, William, and Joseph. William Parker, who owned the parcel that would eventually contain the Smithville community, sold his property in 1730. In 1744, the tract came into possession of Daniel Gaskill, who in 1749 added a 30-acre parcel on the south side of the creek. With this purchase, the original bounds of the eventual mill tract were fixed.

[1] The history of Smithville has been extensively documented in numerous sources, including the National Register of Historic Places nomination (New Jersey Historic Sites Staff 1977) and two works published in 1980 by William C. Bolger: a scholarly article published in *Planned and Utopian Experiments: Four New Jersey Towns*, and a book, *Smithville: The Result of Enterprise*. Except where otherwise indicated, the Bolger texts served as the source for the historic context contained herein.

Around the same time, a farmstead was established on the east side of Smithville Road. A two-story, three bay, brick house was erected circa 1750 by Ezekiel Wright. The house was extant by 1771, when Wright set aside a two-acre parcel including the house in his will for his widow Rebecca, to be shared equally by their four sons upon her death. The farmhouse and surrounding land were purchased during the late nineteenth century and incorporated into the industrial village of Smithville. The building still stands on the property and is the earliest surviving non-archaeological historic resource in the Smithville Historic District. It is a good example of a patterned brickwork house, which was important in the architecture of southwestern New Jersey in the eighteenth century; however, it is also an unusual example because the only elevation that was ornamented with pattern work was the west gable end. This elevation features Flemish checker, the most widely used ornamental pattern, while the south façade features plain brickwork. The unusual placement of the pattern work in this house, facing the nearby road (modern Smithville Road), demonstrates the intent of the builder to place the fanciest masonry in the house where it would be most visible.

Early Industrial Development: Parkers' Mills and Shreveville

The eighteenth century saw increased development of sawmills and other water-powered industries throughout the region. In 1776, Jacob Parker purchased a 37-acre portion of the old Daniel Gaskill property, which included both banks of the creek. Four years later, Parker petitioned the state legislature for permission to build a dam on his property and commenced with construction. Parker established his grist and sawmill operations at the site and built a residence for his family north of the creek. Although Parker was initially successful, he soon became embroiled in a controversy with his neighbors over the legality of his dam and mill operation. The lengthy lawsuits with his neighbors and John Mullen, the miller who operated his gristmill, led to Parker's bankruptcy and the sale of his property at sheriff's auction in 1802.

A gristmill continued to operate at Parkers Mills, as the property was known, under varied ownership during the early nineteenth century. The original structure was replaced in 1816, when owners William Roberts and Charles French constructed a new gristmill on the same site. The sale of the property in 1831 to brothers Jonathan Lippincott Shreve and Samuel Shreve resulted in significant changes to the area, however. The Shreves set out to establish a textile factory complex at the site, and by 1850, Parkers Mills had been transformed into Shreveville, a self-sustaining cotton mill village.

The textile industry in America emerged first in New England and the Mid-Atlantic during the latter decades of the eighteenth century and grew substantially in the decades following the War of 1812. Mills of the era were dependent on water power for their machinery; thus, many factories were established in rural areas. The remote locations required significant investment from owners, however, who had to build not only the mill and related infrastructure but also housing for employees. The types of housing varied according to the company's hiring practices: some provided small cottages for families of workers, while others built dormitories and boarding houses for single employees. Out of this necessity emerged a paternalistic system, in which employers strove to attract and keep employees by maintaining personal relationships and providing amenities beyond merely housing in the mill villages they built (Blythe 1999; Garner 1992; Leynes 1993).

The Shreves had gained experience in the textile industry at the Trenton Calico Printing Manufactory, which was founded in 1820. Calico printing was a relatively uncommon industry in New Jersey, and the precise nature of the Shreves' involvement with the Trenton works is unclear. The company appears to have closed around 1829, however, and soon after the Shreves purchased the Parker Mills in Burlington County (Hunter et al. 2009:68). They proceeded to build a calico printing works on the property, as well as worker housing and a manor house for themselves. Mills for spinning and weaving cotton were added later. In the 1840s, the Shreves began manufacturing cotton thread; at least one contemporary source reported that "the 'Shreveville Thread' is superior to all other of American manufacture'" (*New Jersey Mirror*, 24 July 1856:3).

By around 1845, the Shreves had invested about $250,000 in the mills and village, which they named Shreveville. The factories employed more than 200 workers. The Shreves also owned and financed operation of the old gristmill, employing brothers Abraham and Jacob Claypole as millers. Although relatively little documentation regarding the Shreves' business survives, the R.G. Dun & Co. credit reports[2] provide glimpses into the business and its eventual decline. In 1846, the Shreves were described as "heavy capitalists, large extensive business in the manufacturing line, wealthy men" (R.G. Dun & Co. Credit Report Volumes, Harvard Business School, Baker Library, Boston, Massachusetts [RGD&Co] 1846: Vol. 6:98). Five years later, the credit report indicated that "J.L. & S. Shreve are rich men, shrewd, prudent, successful & managing in business, large capital & unquestionably good" (RGD&Co 1851: Vol. 6:98).

Yet, despite the prudence and management skills of its owners, the Shreves' textile mills faltered in the years that followed, victims of a recession in the nation's textile industry in the 1850s. In March 1854, the Shreves began mortgaging their property, with the largest loan of just over $48,012 from their brother Benjamin Shreve of Medford. The following month, R.G. Dun & Co. received a telegraph indicating that the business had failed. According to the report: "Their works are still running but they have notified their principal creditors that they cannot pay. What course they will pursue is not known. As yet there are no judges vs them (RGD&Co 1854: Vol. 6:98). In April 1855, the mills were reportedly "not in business," but by November they were reportedly "on their feet again… the general opinion is that they will fully recover" (RGD&Co 1855: Vol. 6:98). The R.G. Dun & Co. reports further stated:

> And the whole property was sold subject to mortgages upon it and was purchased by a brother named Benjamin Shreve…Since that time J.L. [and] S. Shreve have continued to reside there and to the casual observer seem to have the same control & authority over the whole business which they had before their failure but business I understand is conducted in the name of Benjamin J. Shreve, a son of S. Shreve…quite a young man from what I have heard (RGD&Co 1854: Vol. 6:98).

[2] The R.G. Dun & Co., predecessor of Dun & Bradstreet, maintained credit records on industries throughout the nation from 1841 through the 1890s; their reports are preserved at the Baker Library of the Harvard Business School. The report entries employ shorthand and extensive use of abbreviations. For clarity, most abbreviations contained in the credit reports have been spelled out in the quotations used herein, except where the meaning is evident. The records are not for publication or reprinting.

The degree to which production recovered is unclear, but it was presumably short-lived; this entry in the R.G. Dun credit records was the last related to the mills in Shreveville. Samuel Shreve died in July 1856, and shortly after the property was offered at public sale. At that time, a plan of the Shreves' 50-acre property was prepared (attached). The drawing provides a detailed snapshot of the village just prior to the mills' closure and abandonment. The cotton mills and associated industrial activities were concentrated on the south side of the creek, while the dwellings, store, and support structures were located on the north. The worker housing included 20 buildings arranged along three streets extending in an east-west direction across the northern end of the property, as well as 3 additional dwellings near the creek. The buildings varied in size and layout: three-story brick duplexes lined the northernmost street, while the remainder were a mix of duplexes, single-family homes, and larger buildings containing four housing units each.

The Shreves' mansion was located to the east, on the "Road to Mount Holly" (present-day Smithville Road). The two-and-one-half-story brick building is a striking example of the Greek Revival style as applied to a nineteenth-century Burlington County brick house. Its architect/builder is unknown, but its distinguishing features include rigid symmetry, low-pitched roof with widow's walk, frieze-band windows with Greek key details, and partial-width porches with Doric columns. The building's east elevation, which fronted the road, imparted a temple-like appearance through the use of colossal brick pilasters. The mansion's grounds included a "fruit garden" and several outbuildings on the building's north side.

The village included both a school, located on Smithville Road north of the mansion complex, and a store. The latter was located near the old gristmill, which continued to operate throughout the Shreves' ownership of the property. An assortment of structures designed to support the village population, including a slaughterhouse and smokehouse, were situated in the vicinity of the store and gristmill.

South of the creek, two industrial complexes sprawled across the landscape. An office was located near the road in the northern complex, which included two, four-story brick factory buildings and an attached structure containing the engines and boilers, as well as a turning mill, sawmill, and blacksmith shop. Farther south was the calico printing complex. This, too, was a multi-component complex with a bleach and wash house, printing rooms, and two dry houses among the primary features.

The 1856 public sale attracted no buyers, and the following year Jonathan Shreve died. With both brothers dead, the property went into foreclosure, and in 1858 it was offered at a sheriff's sale. A contemporary newspaper editorial condemning American trade policy reported on the decline of manufacturing at Shreveville:

> There is to be an immense sale of property by the Sheriff of Burlington Co., N.J. … All the extensive mills, factories, printworks, and the whole village of Shreveville…are to be sold under foreclosure. There is an elegant mansion and twenty dwelling-houses, beside the water-power of the Rancocas, and in fact a group of improvements on which an immense amount of money has been expended… But though for many years [the owners] have manufactured about the best article of spool cotton ever made in this country, yet they had to struggle on under all the disadvantages of competition with British capitalists, who, under the benign influence of free trade, drove our own manufacturers to the

> wall. The once flourishing village around these extensive works became silent and idle under the crushing blight, and now, when manufacturing in so many other places is stagnant, it is absolutely desolate (*New York Daily Tribune,* 29 September 1858).

Benjamin Shreve, the brother of Samuel and Jonathan, purchased Shreveville at the sheriff's sale in 1858. Although the village was reportedly abandoned and virtually forgotten until after the Civil War, there is some indication that the cotton mills may have been leased to James Tread, a manufacturer of cotton yarns, around 1860. No additional information about Tread or the business was located during the course of research to confirm or deny this association. Shreve did continue to lease the gristmill at least to 1860; in that year, the *Trenton State Gazette* reported that the "grist-mill at Shreveville…was destroyed by fire, on Thursday night… The loss is estimated at $6000 to $7000" (*Daily State Gazette and Republican* [DSG&R] 25 May 1860). Jacob Claypole and Edward Githens were the millers at the time. The gristmill, which was described as "in ruins" after the fire, was apparently rebuilt, as the gristmill was again destroyed by fire in 1863 (Bolger 1980b:234; DSG&R 25 May 1860).

Hezekiah B. Smith, Industrialist & Inventor

In December 1865, Hezekiah Bradley Smith (1816-1887) purchased the abandoned industrial complex and village at Shreveville. A Vermont native, Smith apprenticed as a carpenter and spent a number of years at the family home near Bridgewater running a carpentry shop before moving to Manchester, New Hampshire in 1846. He took with him his new bride, Eveline. The Smiths' first child, Ella, was born in the same year, but an outbreak of Scarlet Fever in Manchester in 1847 led Eveline to take their child and return to her parents' home in Vermont. The Smiths would have three more children over the next seven years but maintained separate residences throughout their marriage.

In Manchester, Smith acquired experience in a machine shop, founding his own business in 1847. He set about designing woodworking machinery, acquiring his first patent in 1849. His innovations included the use of iron for the entire machine, which resulted in a more stable design than the wood-frame machines that had preceded them (Vintage Machinery 2014). After setting up shop for a time in Boston to sell his patented machinery, Smith moved in 1851 to Lowell, Massachusetts, where he continued to work on new designs. He applied for and received nine additional patents for woodworking machinery between 1854 and 1866 (Vintage Machinery 2014).

When he purchased the abandoned village of Shreveville in 1865, Smith intended to relocate his business from Lowell. The appeal of the Burlington County site stemmed from its proximity to the markets of Philadelphia and New York, which had been made more accessible by the completion of a rail line through the area in 1861. But the impetus for the move came in large part from his desire to remove himself further from his wife and children in Vermont. This latter rationale provided one of the more colorful aspects of Smith's story, as he brought with him to New Jersey his second wife, Agnes Gilkerson, whom he had married without benefit of a divorce from the first Mrs. Smith.

Agnes Gilkerson Smith

Gilkerson was a millhand working in Lowell when she met H.B. Smith. Born in Barnet, Vermont, in 1838, Gilkerson was among the thousands of young women who migrated from their family farms to work in the textile factories of Lowell during the early to mid-nineteenth century. Lowell's appeal to unmarried farm girls stemmed from the opportunity to gain independence from their families through work in the mills, earning their own income and experiencing the amenities of urban life. They typically migrated to Lowell as part of larger kinship networks, and most returned home within a few years (Dublin 1979:40-41).

Although the identity of the women forming Gilkerson's kinship network is unknown, she reportedly met Smith through mutual acquaintances soon after arriving in Lowell at age 16. After a brief stint working in the mills, Gilkerson went to work for Smith as a secretary in his machine shop, her responsibilities including the preparation of advertisements and mailings to customers. Within a few years, she had returned to school in Lowell, likely with Smith's financial backing.

Upon graduation in 1858, Gilkerson moved to Philadelphia to attend the Penn Medical University. The University had been founded five years earlier by Dr. Joseph S. Longshore with the support of Lucretia Mott, Horace Mann, and other prominent social reformers. Unlike many medical schools of its era, the University accepted both male and female students (Haller 2005:140-141). Gilkerson stayed with John P. Kelley, who ran Smith's Philadelphia office, while in school. She graduated in 1861 with a Doctor of Medicine degree, majoring in Chemistry.

Gilkerson returned to Lowell after graduation. She and Smith shared an apartment, and she practiced medicine while he ran his machine shop. The 1865 Massachusetts census recorded their household as comprised of an unmarried 48-year-old machinist and a single 26-year-old housekeeper (Massachusetts State Census 1865). The entry is noteworthy, as Smith still had a wife and four children in Vermont. It is unclear why Gilkerson's occupation was reported as a housekeeper rather than doctor, although it may have been an effort to conceal the inappropriate relationship.

Industry and Invention at Smithville

When H.B. Smith and Agnes Gilkerson arrived in New Jersey in 1865, they presented themselves as a married couple. The village of Shreveville had been abandoned for nearly a decade when the Smiths acquired the property; not surprisingly, its factories, houses, and related buildings were in a deteriorated condition. Changing the name to Smithville, they set out to convert the old cotton mills to produce Smith's woodworking machinery. The Smiths and many of their workers resided in the mansion house while the factory buildings were rehabilitated for their new use and the water works were renovated. The latter included an expansion of the mill pond, resulting in the inundation of the lower part of the Shreves' factory complex.

In 1881, Philadelphia mapmaker Ernest Hexamer completed a survey of the factory complex. The survey (attached) provides a detailed illustration of the complex as it appeared more than 15 years after the Smiths' purchase. The largest buildings were the two, three-story machine shops at the western edge of the site. These were adaptations of brick factory buildings from the Shreve period. The office at the north end of the complex had been expanded considerably by 1881, and new construction along the eastern part of the site included an iron foundry and moulding room, as well as numerous structures for storing and cleaning castings. Additional store rooms were located south of the machine shops, and one-story lumber sheds were situated at the far southern end of the site and east of the Rancocas Creek.

A newspaper account published around the same time described the industrial plant:

> [Smith's] establishment consists of a four-story machine shop, with facilities to employ upwards of 150 men; a very large pattern shop, to accommodate 20 or 30 hands; a foundry for 40 or 50 more, and a blacksmith shop with five fires, with two men to each, and the building with offices, post office, and newspaper office, the whole forming a square of 200 feet, with a courtyard in the middle. There are at present about 125 men employees in the works (quoted in Bolger 1980b:137).

Smith's woodworking machinery remained in high demand in the decades following the business's relocation from Lowell to Smithville. The earliest R.G. Dun & Company credit report for the Burlington County plant, dated August 1868, indicates that Smith "owns considerable real estate, credit good, doing large business" (RGD&Co 1868:201). Four years later, the report noted that Smith "is making money fast and said to be worth at least $100,000" (RGD&Co 1872:201). By 1877, his personal wealth was about $300,000; in today's dollars, $6,890,000 (Measuring Worth 2014).

In the first few years at Smithville, Smith's efforts focused on producing the machinery for which he already held patents rather than inventing new machinery. By the early 1870s, however, his attention had returned to developing new ideas for woodworking machinery. In 1871, Smith exhibited six woodworking machines at the American Institute of the City of New York, receiving a first premium, second premium, and four honorable mentions (American Institute 1871:44-45). He also exhibited at the Centennial Exhibition in Philadelphia in 1876. Smith received his first patent at Smithville in 1873, and numerous new patents were awarded in the decades that followed (Barth 2013:176-177; Vintage Machinery 2014). Although early patents bear H.B. Smith's name, later improvements were credited to Smith's staff, including John Saltar, Jr., Joseph J. White, William S. Kelley, and James L. Perry.

This collected group of individuals formed a sort of "invention factory" in Smithville from circa 1875 to 1910. During that period, more than 20 patents were awarded to Smith and his staff. Although certainly not comparable in size, scale or influence with the invention factory of Thomas Edison at Menlo Park, Smith's innovations nevertheless place him within a class of "independent inventors" who "customarily worked with a few assistants, mostly craftsmen, and in small laboratories or workshops that they designed and owned" (Hughes 1989:21). These inventors were also entrepreneurs, establishing companies to produce and market their inventions (Hughes 1989:22). Contemporary New Jersey inventors whose careers mirrored that of H.B.

Smith included Oberlin Smith of Bridgeton, whose company Ferracute manufactured presses and dies (Cox and Malim 1985).

John Saltar, Jr., was among the first engineers that Smith brought to work in Smithville. Born in Illinois, Saltar earned his civil engineering degree from Rensselaer Polytechnic Institute in 1867. He came to Smithville in 1874 as a designing engineer and remained for five years. During that time, he collaborated with Smith on a design for a rod and dowel lathe (Patent No. 189,510) and received a patent for an "improvement in loose pulleys" (Patent No. 202,667). Saltar later returned to the Midwest, where he worked to develop the gas engine (Powell et al. 1906:793-794; Vintage Machinery 2014).

Perhaps the most prolific of Smith's assistants during his lifetime was Joseph J. White. A Burlington County native, White is best known as a cranberry grower associated with Whitesbog, New Jersey. His interest in mechanical engineering led him to Smithville in 1875, where he earned seven patents for diverse inventions. These included a chain-making machine, belt-shifting pulley, and two hoists. White became a general manager of the plant in 1878 and was an officer in the H.B. Smith Machine Company after its incorporation in 1878 (Vintage Machinery 2014; Whitesbog Preservation Trust 2014).

Another noteworthy associate of Smith's was William S. Kelley, who became vice-president of the company after its incorporation and was largely responsible for the firm's day-to-day operations. Kelley came to Smithville with experience in the manufacturing of woodworking machinery, having worked for a competitor, the J.A. Fay Company of Cincinnati. Despite his background, however, Kelley's six patents for the H.B. Smith Machine Company were all related to the bicycle (Vintage Machinery 2014). The company expanded its production into new arenas following its incorporation in 1878, and the "Star" bicycle was among its first and most important new products. Designed by George W. Pressey of Hammonton, the Star featured a smaller wheel in front of rather than behind the larger one, thus lending the structure greater stability. The bicycle also employed a treadle drive mechanism in lieu of a crank drive. The product was a successful one for the company and led to further research and development into bicycle transportation, including a steam-powered bicycle and a kerosene-burning tricycle, although the Star was by far the most successful product.

Although the Star bicycle met with success, woodworking machinery remained central to the company's production and development efforts. In 1883, the H.B. Smith Machine Company was reportedly the "most extensive manufactory of wood-working machinery in the United States" (Woodward 1883:313). Even after Smith's death in 1887, the company continued to attract innovative mechanics and engineers. James Lyman Perry was one such inventor. In 1877, Perry had received his first patent for a drum sander, and he operated several companies of his own before arriving in Smithville in 1898. There, he was granted a patent for the first endless-bed triple drum sander, a product that would become a mainstay for the H.B. Smith Machine Company (Vintage Machinery 2014; Wood Craft 1911:88).

Building a Model Industrial Village

Smith's ability to attract and keep skilled, inventive mechanics and engineers in his employ was due in part to the model industrial community he created at Smithville. His vision was shared by his wife Agnes, and together they built a self-sufficient village that provided not only quality housing but also social, leisure, and recreational activities for employees and their families. As described by Bolger, Smithville was neither a utopian experiment nor an exploitative "company town." It was based on rather simple nondogmatic principles of the proprietor's responsibility and fairness toward his employees (Bolger 1980a:77).

No plans outlining the Smiths' vision for the village survive, if in fact any ever existed. The couple's years of residence in Lowell undoubtedly influenced their vision, however. The companies that developed Lowell provided extensive housing, both in the form of boardinghouses for single workers and houses for married operatives (Dublin 1979:75). Although the Smiths were resident in Lowell during a period of transition in the city's industrial history, when immigrant labor began to replace native workers in the textile factories, the early company housing system was still prevalent (Dublin 1979:6-7). Of course, Lowell was hardly the lone example of a paternalistic company town, as evinced in the existing village of Shreveville; however, it likely served as a primary influence on the Smiths, given their firsthand experience residing in the town.

After spending the first few years establishing the business, the Smiths began to work on the infrastructure of the community itself. The brick houses from the Shreve period were retained, and construction of 10 new frame houses on Park Avenue fronting the creek began in 1869. Most of the two-story residences were duplexes, with either five or nine rooms each. Mechanics House, a four-story, mixed-use building containing retail spaces on the first floor and about 30 rooms for boarders in the upper floors, was also constructed at this time. By 1870, the existing village housing could accommodate about 250 people.

Several community buildings were also erected around this time. At the northeast corner of the mansion grounds, a brick schoolhouse was built for village children, replacing the earlier school built by the Shreves. According to Bolger, it was "the first major public meeting house in the village and was most notably used by the Smithville Lyceum" (Bolger 1980b:113). The Lyceum was a popular social organization that featured debates as well as other educational programs and entertainment. A gazebo in the park by the creek provided another entertainment venue during the 1870s, playing host to summer concerts by the village's 20-piece brass band. In 1875, an addition to Mechanics House was completed to provide the band an indoor auditorium. The Opera House offered a variety of shows and concerts for employees.

Also during this period, a Methodist church was built south of the millpond. The first Methodist meetings had been held in the old Shreveville schoolhouse in 1837, but the congregation struggled with the demise of the Shreves' cotton mills and subsequent loss of the village population. The church experienced a revival with the opening of Smith's machine works, however, and in 1877 the existing building was erected. Although the Smiths' involvement is undocumented, it seems likely that they contributed toward its construction (Woodward 1883:315).

Another major component of the Smiths' vision for Smithville was a farm to provide essential foodstuffs to the community. During the 1870s, Smith acquired some 300 acres of property around the village and incorporated it into a single farming operation. The farm was one of the largest in Burlington County and produced a variety of meats, vegetables, and dairy products for use in the village. In 1878, Smith began construction of "workers' quarters, a three-story grain house, equipment sheds, a 400-foot frame barn, a large brick stable, a three-story brick grain mill, and an observation tower" across the street from the mansion (Bolger 1980b:140). The design of the structures was unusual: the walls were constructed of brick, and iron posts supported the roofs, which were assembled from 3-foot wide cast iron plates.

A contemporary view of the farm and village is shown in the accompanying figure. A reporter for the *True American* described Smithville in 1877:

> [The Smiths'] private residence, which is near the works, is a commodious and handsomely-furnished house, lighted by gas made on the place, with a billiard and card room, with grounds enclosed with a six-foot brick wall, marbleized in and out, and topped with gilded spears… Mr. Smith owns a farm of about 450 acres, most of which is highly cultivated, and employs six farmers, each occupying a separate house… [T]here are on and about the place, 50 other houses which are occupied by Mr. Smith's employees at a moderate rent. There is also a large boarding hall… which has two large halls, one 60 feet square… used as a theatre or ball room; the other… occupied by a brass band of 20 pieces, to rehearse in, also for general entertainments.
>
> [Mr. Smith] is, indeed, owning lands as he does, all around him, to the area of about a mile, including the Smithville depot, post office and Methodist chapel, '*master of all he surveys,*' and what may be termed one of the wealthiest men in the State (quoted in Bolger 1980b:137-38).

A decade later, a reporter for the *Trenton Evening Times* noted:

> Great factories, whose red brick walls are dark with the smoke from the furnaces which glow within, winding roadways which lead past the homes of the operatives, a tortuous creek, reflecting from its calm, clear surface the stately, solemn pines on the banks, the great mansion of the owner of the town situated like a feudal castle with its clustering dependencies – such is Smithville in this year of grace, '87 (Soames 1887).

Labor at Smithville

The Smiths' vision of a model industrial town extended beyond the physical environment, however, and company employees benefited from the Smiths' progressive labor practices. The company offered a 64-hour work week, which was good for its time, and the factories were closed after 5:00 p.m. and on Sundays, providing family time for workers. Wages were competitive, and housing, food, and other necessities were offered at cost to employees. Furthermore, the company employed no women or children under the age of 16.

H.B. Smith considered himself part of the brotherhood of mechanics who worked in his factories and lived in his village. He spoke with eloquence of the importance of these workers to the progress of America:

> Now what has the mechanic done? We can scarcely turn our eyes without seeing something that he has done for the benefit of mankind, but when we stop and look at his great inventions, the telegraph, the steam engine, the sewing machine, the reaping and mowing machines, the telescope, the microscope, the printing press, wood working machinery… and the thousand and one productions of his fertile brain, it seems to me fellow mechanics, that we have no call to feel inferior to professional men (quoted in Bolger 1980b:129).

An extension of the value Smith placed on the mechanics' trade was an apprenticeship program in the factories, which provided education and opportunity to youth within the community and beyond. Although skilled craftsmen like machinists had long utilized apprenticeships to pass along their knowledge, the industrial revolution had changed the system from one of unpaid servitude to a single master to one of low-wage compensation for training in a factory. Nevertheless, the machinist apprenticeships were highly sought after, as the training ensured work in a field with high demand (Rorabaugh 1986:140-141).

Federal census records provide a window into the apprenticeship program at Smithville. In the 1870 census, 16 male residents reported their occupation as "apprentice to machinist." Most were 16 to 20 years old, although the group included individuals as young as 14 and as old as 25. The apprentices were overwhelmingly native-born, with over half from New Jersey and only three born overseas. None were the children of company employees, however. This fact, surprising at first glance, can be explained by the youthful makeup of the village population at the time. In 1870, the average age of men in occupations clearly associated with the machine works (e.g. "machinist," "moulder in iron foundry") was 29.6 years old; only 5 of the men were over the age of 40 and therefore likely to be the parent of a teenager. The company's oldest resident machinist, 54-year-old Aaron N. Whitney, had 2 sons employed in the factory, suggesting that the children of employees were welcomed into the company when they came of age (United States Bureau of the Census [US Census] 1870). The data in the 1880 census supports this theory, as a number of households reported both fathers and sons employed in the works (US Census 1880).

Interestingly, none of the young men who reported their occupation as "apprentice" in the 1870 census were living in Smithville a decade later. After completing their training, they had all moved on to jobs elsewhere by 1880. Nevertheless, the training of young men as machinists continued at Smithville, at least through H.B. Smith's lifetime. The extent of the program is more difficult to quantify in later years because census data does not include the designation "apprentice" for occupations; however, an analysis of the data from 1880 indicates that 33 young men between the ages of 15 and 20 – i.e., the same age as those designated as "apprentice" in the earlier census – were then employed in the factory as machinists, molders, and other similar occupations. Nearly twice as many men age 21 and older were employed at the same time, with an average age of 32.3 years. The total number of men over the age of 40 had increased substantially by 1880, to 13 (US Census 1880).

This data is consistent with that contained in the 1884 report of the New Jersey Bureau of Statistics of Labor and Industries. The report provides a glimpse into the Smithville labor force at the time, which numbered 268 workers, only 8 of whom were women. Machinists were by far the largest group, with 140 men thus employed, compared to 40 core makers and moulders. Weekly wages for both groups ranged from $12 to $15 per week. Both groups also employed apprentices: 20 were machinists, and 10 were moulders. Smith's apprenticeship program was among the largest in the state in any industry, comprising more than 11% of the company's workforce (New Jersey Bureau of Statistics of Labor and Industries 1885).

Smith's confidence in his employees was evident in the incorporation of the H.B. Smith Machine Company in 1878. Smith remained the primary stockholder and controlled most aspects of the business during his lifetime, but he divested stock to company men like Joseph J. White and William S. Kelley, both inventors at Smithville; Bradford W. Storey, longtime employee and shop superintendent; Charles Chickering, company secretary; and George A. Lippincott, the head master mechanic. The promotion of these men to shareholders demonstrated Smith's belief in their abilities to manage the business after his death.

Perhaps the clearest indication of the Smiths' interest in and commitment to their skilled workers was contained in H.B.'s will. Prior to her death from cancer in 1881, Agnes encouraged H.B. to leave his estate for the betterment of future generations. Both H.B. and Agnes had been inspired by the work of Alexander Stephens, who shared his interest in educating young men during a visit to Smithville in 1879. With that in mind, H.B. determined to establish a school for young mechanics, combining a classroom and machine shop education, on his estate after his death. This decision fit with a national trend during the late nineteenth century of replacing apprenticeship programs with formal schooling (Jacoby 1991:892-893). Although his vision was never realized, it serves as further proof of the Smiths' interest in creating an ideal workers' community.

Agnes Smith, Doctor and Editor

By all accounts, Agnes Smith wielded significant influence over her much older husband. Excerpts from witness testimony during the litigation of H.B.'s estate following his death attest to the beauty, intelligence, and social graces of the second Mrs. Smith:

> One witness describes her as she appeared to him in 1878, in this language: "She was one of the most elegant entertainers and the finest hostess I have ever met in my life; a lady of great ability; a fine conversationalist; a well disposed looking lady; as fascinating a woman as I almost ever came in contact with." And another witness says: "She was a woman I would consider decidedly intellectual above the average, very brilliant in conversation, quite spicy, and altogether a very fine looking and fascinating lady" (Atlantic Reporter 1893:13).

Undoubtedly, her life experience and education set her apart, from other women of her era and particularly from the other women who occupied Smithville village. It is unknown to what extent she practiced medicine; census records did not report her occupation as doctor but as "keeping house" (US Census 1870, 1880). The absence of other doctors in the community suggests the strong likelihood that she tended to the

ill and injured in Smithville. She also put her expertise in chemistry to use in developing medicinal products, including "Madam Smith's Celebrated Hair Restorer and Beautifier." These products reportedly provided her with a considerable income.

Always opinionated, Agnes Smith attended meetings of the Smithville Lyceum with her husband and contributed to the *New Jersey Mechanic*, a weekly journal published in Smithville beginning in 1870. The paper offered news and information of interest to woodworkers both in the village and across the nation. Agnes was actively involved in the publication, writing articles on topics ranging from contemporary labor issues to medical advice for women. The Smiths initially hired an editor to publish the paper, but he was replaced by Agnes in July 1872 after the two clashed regarding labor issues. Although female journalists, and even editors, were not unknown in postbellum America, they were certainly uncommon. Agnes's work was appreciated by at least one contemporary publication, *The Manufacturer and Builder*, which noted that the *Mechanic* was "devoted to mechanics, science, and general literature, and is very ably edited by Mrs. A.M. Smith. It is a highly useful publication, and contains a great variety of instructive matter" (The Manufacturer and Builder 1879).

H.B. Smith, Politician

The late 1870s were a time of peace and prosperity for the Smiths. The company continued to thrive despite a nationwide economic downturn, and in 1874, Smith was reportedly "doing a large and flourishing business" (RGD&Co 1874:201). With the village development nearing completion, Agnes focused her energies on medicinal products and the *New Jersey Mechanic*, while H.B. centered his activities on the business and his political aspirations. In 1876, he made his first bid for public office, as the Democratic candidate for United States Congress. He fell 530 votes short in the election but ran again two years later as the candidate of both the Democratic and Greenback parties, this time with success. The celebration was short-lived, however, as stories of Smith's two marriages emerged in the press in the weeks that followed. The scandal attracted national, and even international, attention. Smith's reaction was complete denial of ever having been married to his first wife Eveline, and the furor eventually blew over. The Smiths moved to Washington in 1879.

Smith served only one term in Congress, losing his reelection bid in 1880. His brief tenure was unremarkable, although "he was true to his goal of being a representative who addressed those issues for which experience had qualified him and who remained above any improper influence" (Bolger 1980b:146). One of those "issues for which experience had qualified him" was protecting the interests of American inventors. In 1880, he advocated on the House floor for appropriations to publish U.S. Patent Office records. According to Smith:

> By this mean policy of obliging inventors to grope in the dark the country perhaps loses both inventions and inventors. What our inventors want and should have is a condensed description of every patent ever issued. There should be enough of these published to allow every inventor to have access to them (quoted in Bolger 1980b:148).

In 1882, Smith would again find himself candidate for public office, this time, the New Jersey Senate. He served one term but did not run for reelection.

The H.B. Smith Company and the Star Bicycle

As noted previously, the H.B. Smith Machine Company diversified production after its incorporation in 1878, with the Star bicycle its most important new product. The 1870s and 1880s were the heyday of the high-wheel bicycle, or "ordinary," in America. The ordinary was popular with wealthy young men, who formed clubs and raced their bicycles; its high-wheel design virtually prohibited its use by unathletic men and by women constrained by contemporary dress codes. Riding the ordinary carried with it an element of danger, as accidents typically resulted in a headfirst fall over the front wheel (Wilson 2004:17-22).

The design of the Star bicycle attempted to address the issue of headfirst accidents by moving the small wheel in front and giving it the steering function. The Star also differed from the ordinary in its use of a treadle drive mechanism rather than a crank drive (Wilson 2004:22). The bicycle was invented by George Pressey of Hammonton, who first demonstrated his prototype to representatives of the H.B. Smith Machine Company at Smithville in 1880. The same year, the parties contracted to a manufacturing agreement, and Pressey moved to Smithville to refine the bicycle's design for production.

Pressey completed his design in 1881, but he frequently clashed with the company over subsequent modifications and improvements as it moved into production. His original design met with limited success; however, a modified version developed by William Kelley, patented in 1885, was a great improvement over the original and achieved popularity among riders (Hadland and Lessing 2014:34). During the 12-month period beginning in September 1882, the company produced 38 Star bicycles; the number increased to 237 over the following year (Gabriele 2011:34-35). Pressey would later sue the H.B. Smith Machine Company for royalties on the Star bicycle (New York Times 4 June 1887).

The H.B. Smith Machine Company continued to experiment with the designs during the late nineteenth century in an effort to address the safety issues of contemporary bicycles. One approach tried by many manufacturers, including Smith, was adding a third wheel to improve stability. This had the added advantage of making the vehicle accessible to women and less athletic men (Wilson 2004:20-21). In 1887 and 1888, the H.B. Smith Machine Company offered tricycles in their product line. A Smith tricycle, as well as a Star and a Pony Star (a smaller version of the Star), are preserved in the Smithsonian Institution's National Museum of American History in Washington (Smithsonian Institution 2014).

Bolger indicates that the decline of the Star bicycle's popularity began around 1886 due in large part to the emergence of the modern safety bicycle. Kelley worked on a safety bicycle design, which was produced by the company, but never with the success of the Star. Nevertheless, newspaper and journal advertisements and notices suggest that bicycle development and production continued at least through the 1890s. A notice published in *The Iron Age* in December 1892 indicated that the company:

> make[s] only high-grade wheels and sell[s] them largely through agencies, while at the same time they have direct trade with riders who have machines made to order, sometimes embodying little conveniences of their own. Their line of wheels for 1893 include the Rover Star with hollow frame and pneumatic tire, the new Diamond Frame Lever Safety, in two styles, the Special Pony Star, and the Lady's Lever Bicycle with cushion tires (*The Iron Age* 1892).

The H.B. Smith Machine Company also manufactured bicycles for other designers. In 1897, it began production of chainless bicycles for the Howard Chainless Cycle Company of Newark. Incorporated two years earlier, the Howard company's Newark plant reportedly could not meet the demand for its products (*Trenton Evening Times*, 30 December 1897). The Smith company continued to produce Howard chainless bikes through at least February 1898 (*The Age of Steel* 1898b).

During the same period, the company continued to manufacture woodworking machinery, but its creative energies were focused on vehicles: bicycles, tricycles, and even a flying machine. Perhaps of greatest interest was a steam-powered tricycle. H.B. Smith was directly involved in its development, which began in 1886, although it is not clear how much of the design was his own. The patent for the vehicle was not awarded until after H.B.'s death in 1887, however, and it was never manufactured by the company. A reporter for the *Trenton Evening Times* described the H.B. Smith Machine Company during this period:

> Smithville and bicycle have come to be synonymous terms. Here in the great factories are made the "Star" pattern of "machine," those steel horses, which with their riders will spin o'er beaten highways, cut their course through sandy roads, or drive their impetuous advance along stony streets.…[Y]our correspondent "toured" the establishment. In one shop were the great steel rims; there the long strands of rubber for tires. At benches sat men who fastened spokes into the hub, whilst others made the complicated axles. There were, too, the great polishing machines and a room where electro-plating with dynamos was done. Then, again, in another portion of the works wood-planing machines and apparatus for casting iron and queer inventions for locomotion were to be seen. Altogether Smithville is a machinists' paradise (Soames 1887).

H.B. Smith's Final Years

While the Star bicycle was still in its earliest stage of development, Agnes Smith died of cancer in January 1881 at the age of 42. H.B., then 64 years old and near the end of his first and only term in Congress, was devastated by her death. The loss of Agnes's influence and the changing production focus of the company played out upon the landscape of Smithville in the years that followed. The farmland, which had been operated by the company from the time of its acquisition, was now leased to individual farmers, and the gristmill on the property was closed. As interpreted by Bolger, these acts indicated "the abandonment of the full industrial-agricultural plan that had been developed" to that point in the village (Bolger 1980b:156). Other changes included the installation of a billiards room and tobacco shop in Mechanics Hall in a meeting room formerly used by various community improvement organizations.

Smith also embarked on a period of construction at the mansion after Agnes's death. Beginning in 1881, he oversaw construction of additions between the old ice house/root cellar building and the barn on the northern

limit of the property. These additions included a new billiard building with vaulted ceiling, bar, card room, and bowling alley. Often referred to as the casino or political annex, the rooms were used by Smith to entertain his political allies. During this period he also assembled a zoo on his property and built a conservatory on the southern side of the gardener's house. As with the construction at the farm complex, Smith designed the additions himself, and the construction incorporated 12-inch thick brick walls and iron roofing components.

In 1883, the village remained a model company town:

> [T]he Smithville of to-day knows only peace and prosperity. Its population sober, law-abiding, and industrious, it has its numerous, most comfortable, and attractive homes. Its extensive boarding-house, its store, its public hall, its library and reading-room, its fine building and grading school, and its one church edifice (Methodist), all is the outgrowth of its large manufacturing interests, giving proof, too, of vast energy with its crown of success (Woodward 1883:313).

Shortly after, Smith completed the last of his construction projects in the Smithville. In 1886, he oversaw construction of new housing in the lower part of the village, south of the creek along Forest Avenue. The dwellings were two-and-one-half-story, frame double houses, traditional in design. The zoo area was also extended around this time.

Smithville under the H.B. Smith Machine Company

H.B. Smith died at home in 1887. In his will, Smith left his estate in trust "to be used in establishing and constructing a school for apprentices and young mechanics." Smith's first wife and children contested the will, however, miring his estate in the court system for a decade. In the meantime, a board of trustees continued to operate the H.B. Smith Machine Company and manage the village property.

It was during this era that the Mount Holly and Smithville Bicycle Railway Company constructed a bicycle railway to link Smithville with Mount Holly, where a growing number of the Smith Machine Company's employees lived. Invented by Arthur E. Hotchkiss, the bicycle railway was conceived to transport riders at speeds up to 18 miles per hour. The railway had an upper rail, upon which the rider sat between two wheels, and a lower rail, where a third wheel provided balance. The bicycle was propelled forward by the rider pumping the pedals up and down, rather than in a rotary motion. Both one- and two-seat models were developed. Novel in concept, the railway had practical limitations that ultimately led to its demise: riders traveling at different speeds could not easily be accommodated, and a second rail was needed to permit transportation in both directions. The railway opened in 1892 and operated until 1898. Although bicycle railways were also constructed in Atlantic City, Ocean City, and Gloucester, these were intended for entertainment rather than transportation between two points. Similarly, two circular tracks were built at the Pleasure Beach amusement park in Great Yarmouth, England, in 1895; these were the longest-lived of the railways, operating until 1909 (EDP24 2009).

The company's focus turned back toward its roots around the turn of the twentieth century as the enthusiasm for bicycle production waned. It exhibited woodworking machinery at the 1893 World's Columbian Exposition in Chicago along with its bicycles and its bicycle railway, including a variation in which the bicycle hung beneath the rail. A notice in *The Age of Steel* in 1898 indicated that this "venerable and important concern" was in the process of "remodeling its entire line of already standard tools" (*The Age of Steel* 1898a:24).

Captain Elton A. Smith

In 1897, the battle over H.B. Smith's will, between the trustees charged with founding a school for mechanics and Smith's first wife and children, was finally settled in favor of the family. His eldest son, Captain Elton A. Smith, settled with the other living heirs, assuming complete ownership of the estate. Born in 1848 in Vermont, Elton had worked for his father in his youth, first in Lowell and, later, in Smithville. His presence had been an unwelcome reminder to Agnes of H.B.'s first wife and children, however, and he was soon sent away. He settled in Savannah, Georgia, where he amassed a fortune of his own as part-owner of a stevedore business. Thus, Elton A. Smith was already a successful and experienced businessman when he assumed his father's role as the controlling shareholder in the H.B. Smith Machine Company. At the time, his holdings included homes in Woodstock, Vermont, and Savannah, Georgia; his stevedore business; one of the largest dairy farms in Vermont; and a rice plantation in Georgia.

By 1900, Smith and his family had relocated to Smithville, where they occupied the mansion. Captain Smith made improvements to the factory and machinery, and annual production increased. According to his obituary:

> Captain Smith…soon became the ruling spirit of the H.B. Smith Machine Co., infusing his energy into every department of the works. He immediately adopted the most advanced and progressive methods of manufacture, added greater skill to his force of experienced inventors and draughtsmen, increased his sales force, established branch stores and agencies, and by the very strength of his vigorous character forced greater results out of the enterprise (The St. Louis Lumberman 1917).

State industrial directories published during the early twentieth century indicate that the village population fluctuated during Elton Smith's era, from a high of 600 in 1906 to less than half that number in 1915 (New Jersey Bureau of Statistics [NJBS] 1901, 1906, 1909, 1912, 1915). Employment also fluctuated. In 1901, the company had 270 employees, but by 1906 the number had dropped to 175 men (NJBS 1901, 1906). A substantial increase followed, however, with the company reportedly employing 300 people in 1909 and 1912 (NJBS 1909, 1912). By 1915, the number of employees had dropped by more than half (NJBS 1915).

For the first time in nearly a decade, new patents were issued to inventors working for the H.B. Smith Machine Company under Captain Smith's leadership. James L. Perry, an inventor who had started several companies of his own prior to coming to Smithville, received two patents related to sandpapering machines in 1900. And the following year, William O. Vivarttas received three different patents related to

woodworking machinery (Vintage Machinery 2014). Both Perry and Vivarttas were resident in the boarding house in Smithville in 1900 (US Census 1900).

Although Smith actively worked to improve the company's business, he made virtually no changes in the village, instead maintaining the property as designed and built by his father. He did, however, purchase additional agricultural land and establish a dairy farm on the existing farm property. During his ownership, two public construction projects occurred in Smithville village. The first was a new school built by Eastampton Township to replace the brick building constructed by H.B. Smith, which "was used until the State condemned it because of inadequate lighting and ventilating facilities" (Burlington County Supervisors' Association 1943:71). Located just south of the millpond, near the houses on Forest Avenue, the two-room, frame schoolhouse was reportedly under construction in 1906 (NJBS 1906). The building was later enlarged to include a third classroom, c.1925 (New Jersey Department of Public Instruction 1923, 1928). In 1940, it was remodeled and the clapboard siding covered in brick veneer (Burlington County Supervisors' Association 1943:71-72).

The second construction project in the village was initiated by Burlington County. Prior to 1914, the bridge carrying Smithville Road over the North Branch of Rancocas Creek was a wooden structure with stone abutments. In March of that year, the Board of Freeholders approved an advertisement for bids for a concrete structure in Smithville (*Mount Holly Herald* [MHH] 7 March 1914). Two months later, the contract was awarded to the F.R. Long-W.G. Broadhurst Company of Hackensack (MHH 9 May 1914). The company and its predecessor, the F.R. Long Company, built numerous steel and concrete bridges in New Jersey during the early twentieth century. The Smithville Road Bridge was noteworthy due to its use of precast reinforced concrete piles driven for use in the substructure of the bridge piers. It was the earliest example of this type of construction in the state (A.G. Lichtenstein & Associates 1994: 03E440). In 1919, the county added a concrete retaining wall extending along Smithville Road north of the bridge. The bridge was rehabilitated and its concrete members covered with gunite in 1949.

Smithville Since 1917

Captain Smith died in February 1917, and controlling interests in the H.B. Smith Machine Company passed to his sons Allen and Erle. Neither possessed the management skills nor shared the enthusiasm for the business of their father and grandfather. A leadership vacuum was created in the years that followed with the passing of longtime employees like Joseph J. White in 1924 and William S. Kelley in 1929, and both the company and the village of Smithville began a steady decline. The problems were exacerbated by the Great Depression of the 1930s. During the 1930s and early 1940s, the number of company employees dropped to around 50, marking a steep decline from the period of Captain Smith's presidency (NJBS 1931, 1938, 1941).

During the 1940s and 1950s, the family began selling off farmland and razing many of the notable buildings and structures. The Mechanics House was removed in 1948, and soon after the brick worker houses on Back Street and five of the dwellings on Forest Avenue were removed. Train service to Smithville ended during the early 1950s. In 1962, the mansion was sold, although Captain Smith's two surviving children, Verona

and Hilda, remained in the village in one of the smaller houses on Park Avenue. The H.B. Smith Machine Company was disbanded in 1976, and a successor company continued to operate the factories through the 1980s.

In 1975, the Burlington County Board of Chosen Freeholders acquired the property for development as the County's first park. Soon after, noted preservation architect John M. Dickey prepared research and restoration recommendations for the mansion, worker housing, and industrial complex (Dickey 1978[?]). Today, the house is operated as a museum, and a Master Plan completed in 2006 guides the preservation and use of the remaining buildings.

Archaeology

The archaeological potential of the Smithville Historic District is high due to the continuous historic occupation of the site from c.1750 through the late twentieth century. Previous archaeological investigations at the site have uncovered evidence of prehistoric Native American occupation in the area, as well. The most extensive archaeological survey was conducted in 1996 in connection with a reconstruction project for the Smithville dam. Among the findings were remains of the Parker Grist Mill and Saw Mill complex, the earlier mill dams, and the hydropower system for the cotton factory and machine shops, as well as the embankment of the former Mount Holly and Smithville bicycle railway (Hartwick 1996).

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Whitesbog Preservation Trust
2014 "Joseph J. White." Electronic document, http://www.whitesbog.org/whitesbog-history/joseph-j-white/, accessed 16 September 2014.

Wilson, David Gordon
2004 *Bicycling Science*. 3rd edition. MIT Press, Cambridge, Massachusetts.

Wood Craft
1911 "New Sander with Patent Endless-Bed Feed." December. Vol. 16:No. 3, 88.

Woodward, E.M.
1883 *History of Burlington County, New Jersey, with Biographical Sketches of Many of Its Pioneers and Prominent Men*. Everts & Peck, Philadelphia.

Verbal Boundary Description

No change to the National Register district boundary is proposed.

Boundary Justification

The boundary as established in the original National Register nomination for the Smithville Historic District includes all contributing resources identified in the additional documentation. Thus, no boundary change is necessary.

National Register of Historic Places Continuation Sheet

Section number Photos Page 1

PHOTOGRAPHS

For photographs 1 through 9

Photographer: Lynn Alpert
Date: May 2, 2014
Location of original images: Richard Grubb & Associates, Inc.
259 Prospect Plains Road, Building D
Cranbury, New Jersey

1. Mansion (Inventory #1), south elevation. View northeast from garden walkway.
2. Mansion, east elevation. View west from Smithville Road.
3. Worker housing fronting the North Branch of Rancocas Creek (Inventory #2 in foreground). View northwest from River Street.
4. Smithville Road Bridge (Inventory #26). View northeast from the south bank of the creek. The brick building in the background is located outside of the historic district boundaries.
5. Smithville Road Bridge. View northwest from the bridge. The Gothic Revival-style cottage and the mansion complex walls are visible in the background.
6. Replacement bridge connecting the factory complex with Smithville Road via River Street (Inventory #27). View southeast from River Street.
7. Reconstructed Smithville dam (Inventory #28). View south from parking lot.
8. Reconstructed gazebo (Inventory #29), south of the worker housing. View facing west from the intersection of Park Avenue and River Street.
9. 718 Smithville Road (Inventory #30). View east from Smithville Road.

For photographs 10 through 15

Photographer: Douglas C. McVarish
Date: September 30, 2017
Location of original images: New Jersey Historic Preservation Office
501 East State Street
Plaza Building, 4th Floor
Trenton, New Jersey

10. Remans of the machine shop and machine shop extension toward northeast.
11. Wall remains of the office (foreground) and machine shop and extension (background) toward northwest.
12. Portions of Machine Shops 1 and 2 and Sheds toward northwest.
13. Portion of foundry walls toward southeast.
14. Portion of planer shop walls toward southeast.
15. Southwest end of Machine Shop No. 2 toward northeast.

16. Northeast side of Machine Shop No. 1 extension toward southwest.
17. Headrace toward northwest.
18. Southwest corner of Planar Shop lower wall toward west.

Smithville Historic District

New Jersey and National Registers Nomination
Eastampton Township,
Burlington County, New Jersey

Boundary and Tax Map

Scale:1:5,000

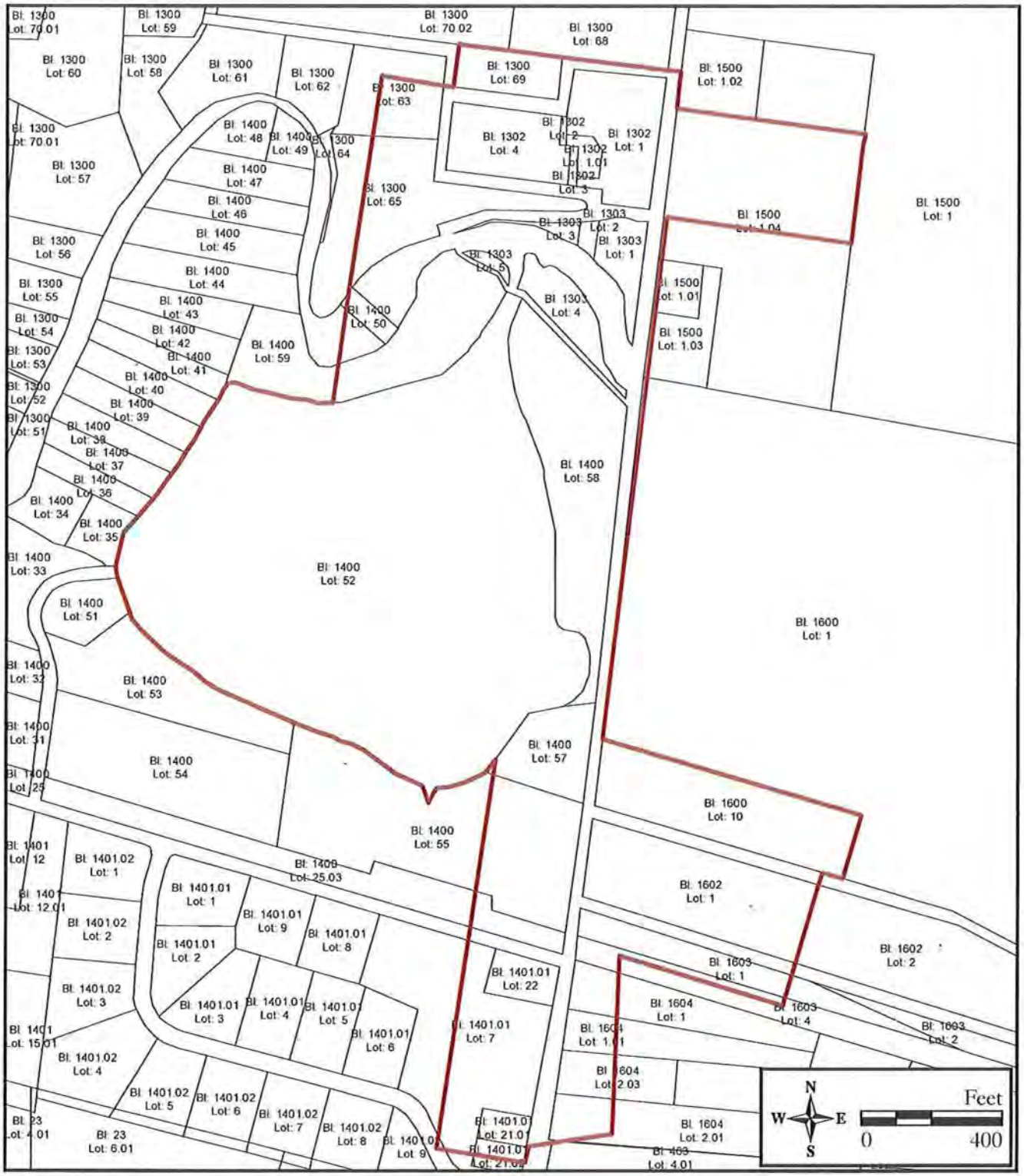
0 125 250 500 Feet

Legend

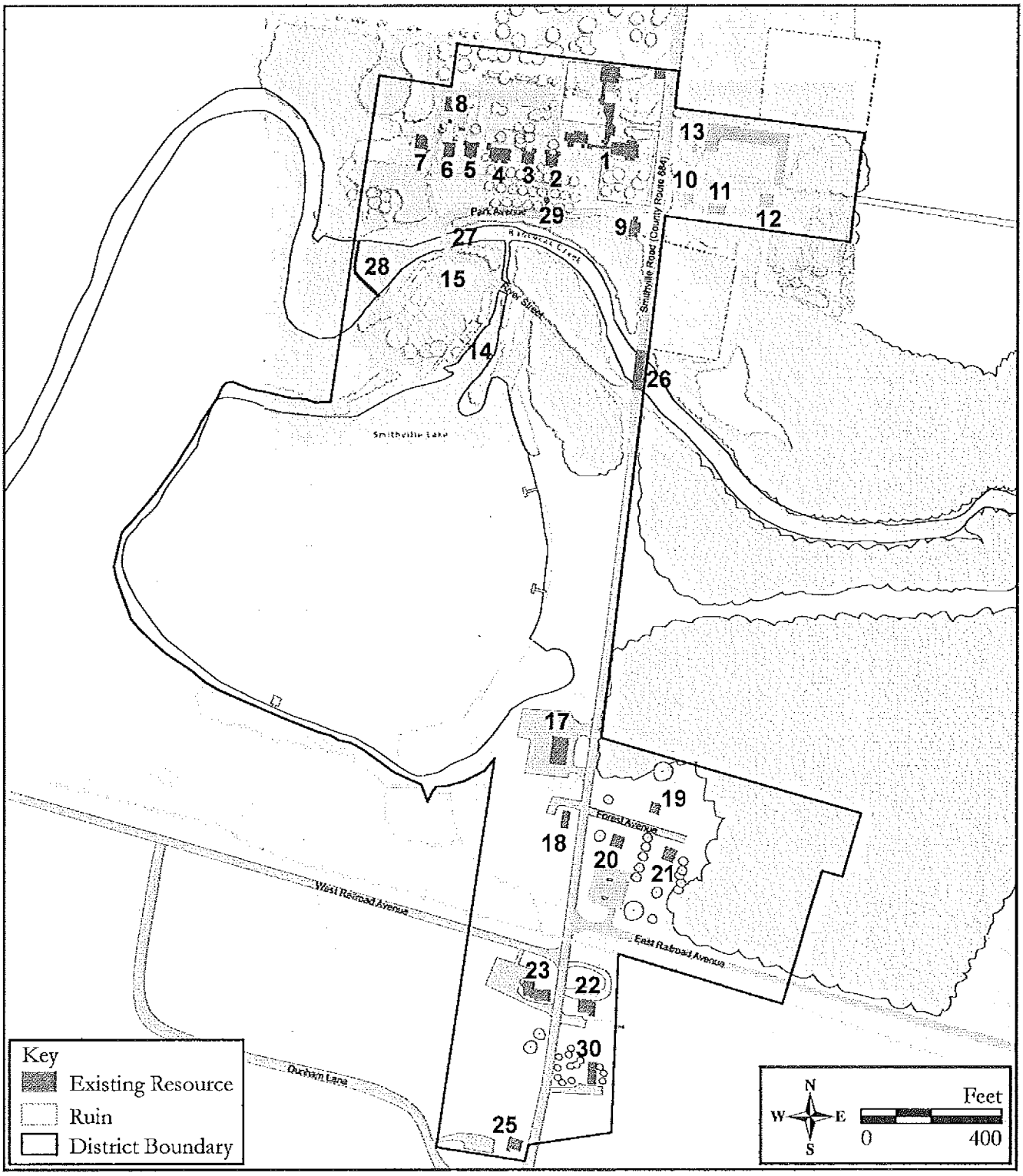
- District's boundaries
- Coordinates
- Tax Parcels

71 Acres

NJDEP,
Historic Preservation Office
February 2019



Historic District Boundary.



Smithville Historic District Sketch Map. Numbers refer to the building inventory contained in the original nomination (#1-25) and Section 7 of the additional documentation (#26-30). Inventory #16 and #24 are no longer extant.

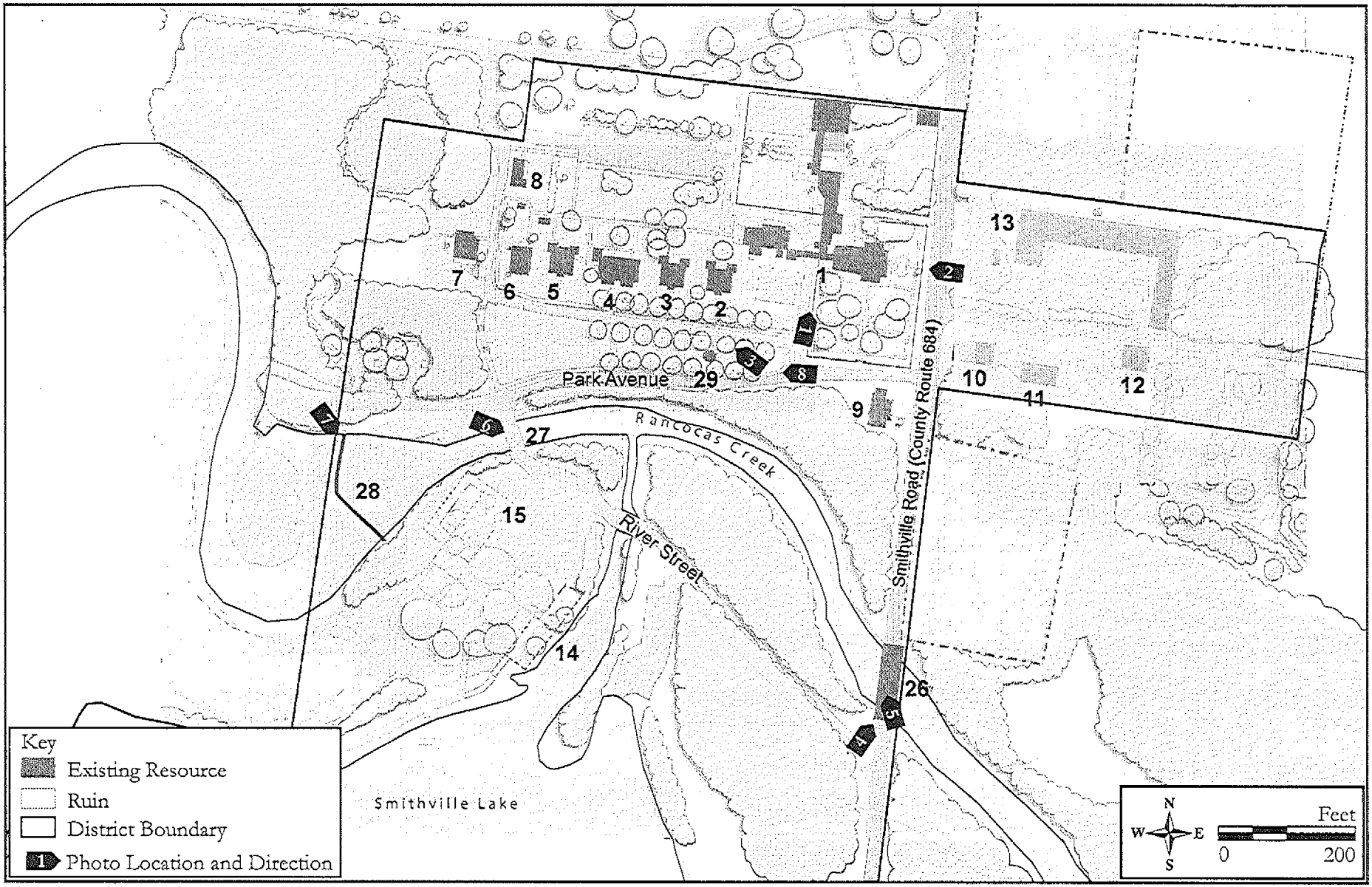


Photo Location Map, showing district north of Smithville Lake.

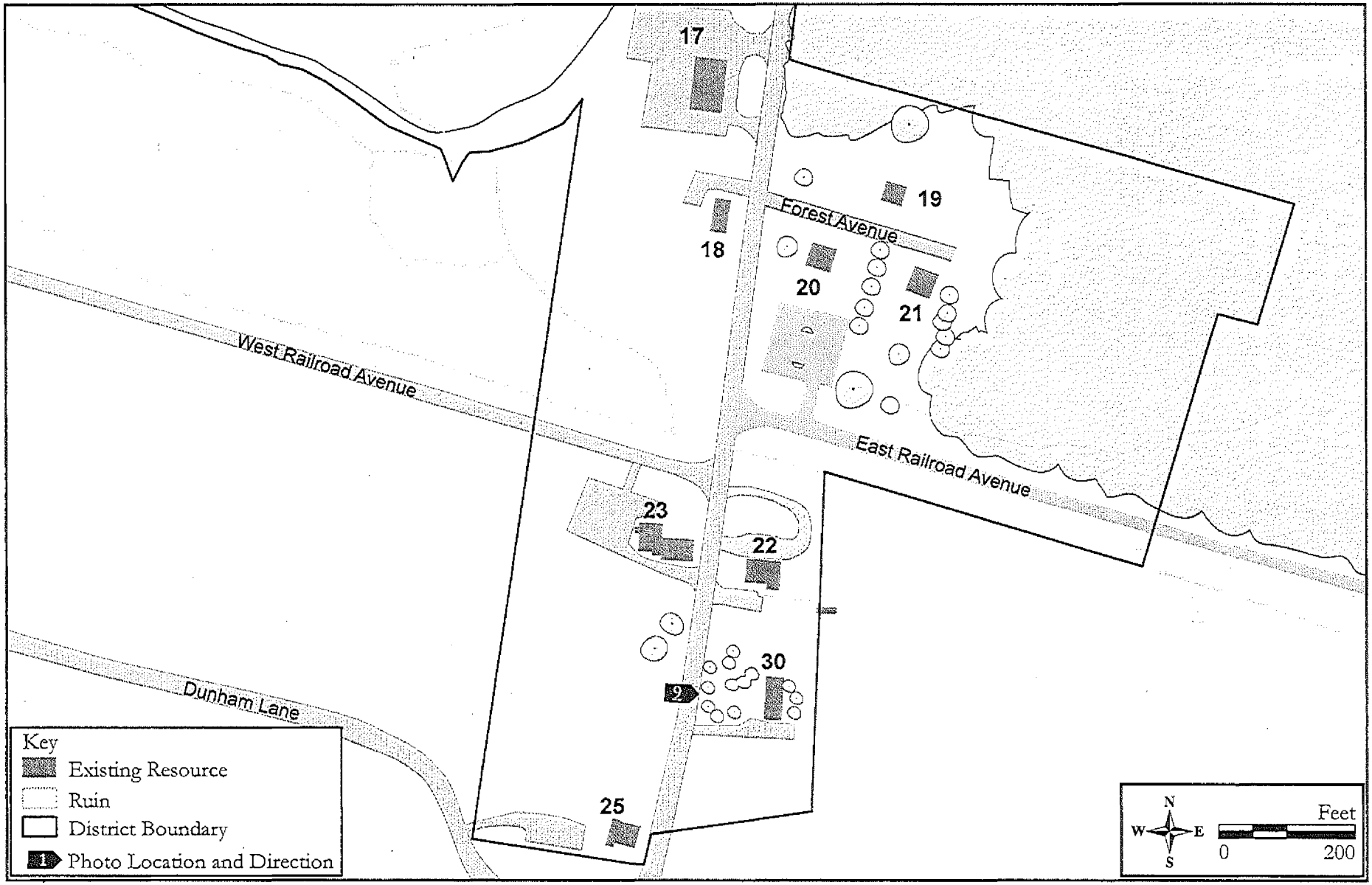
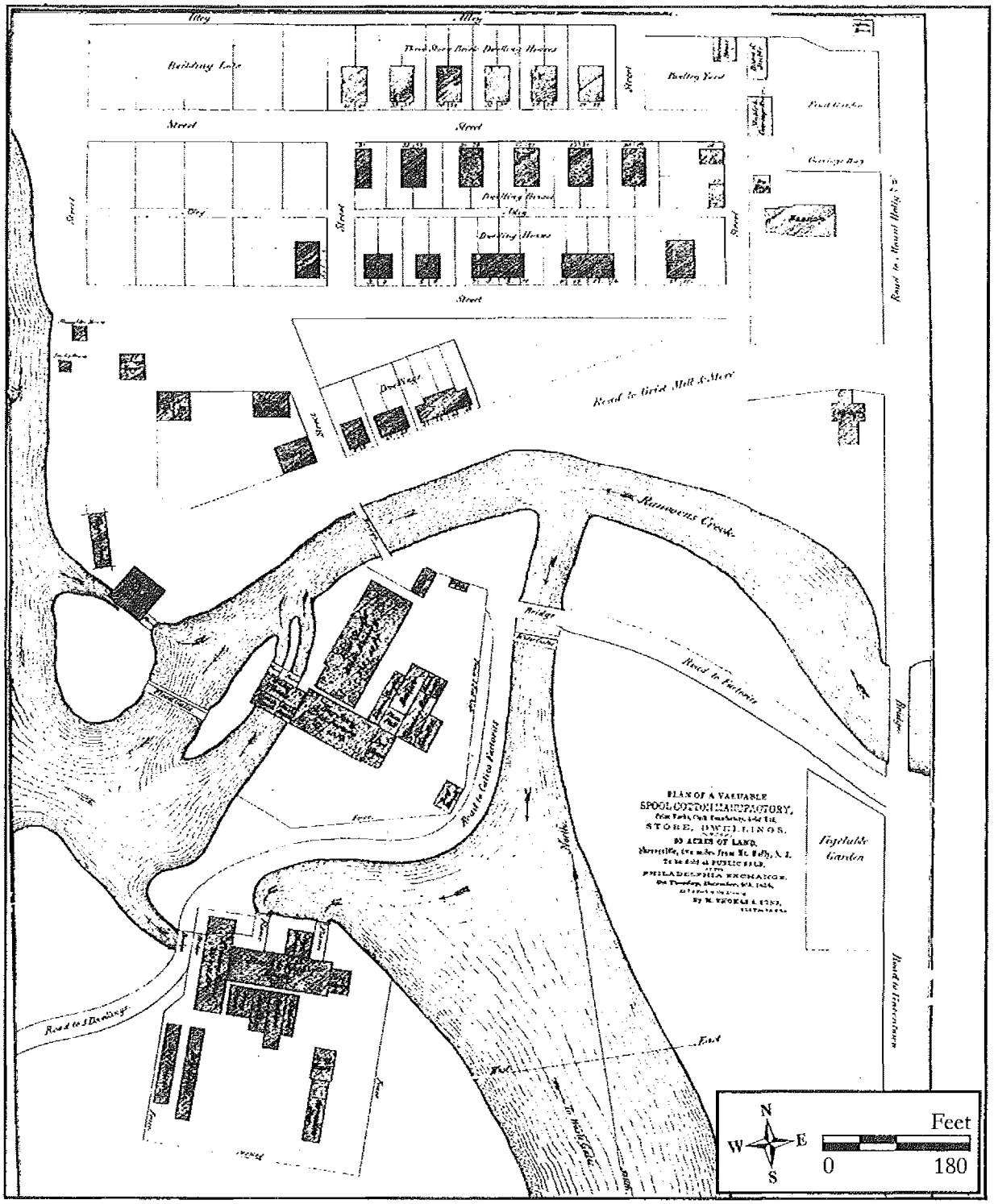
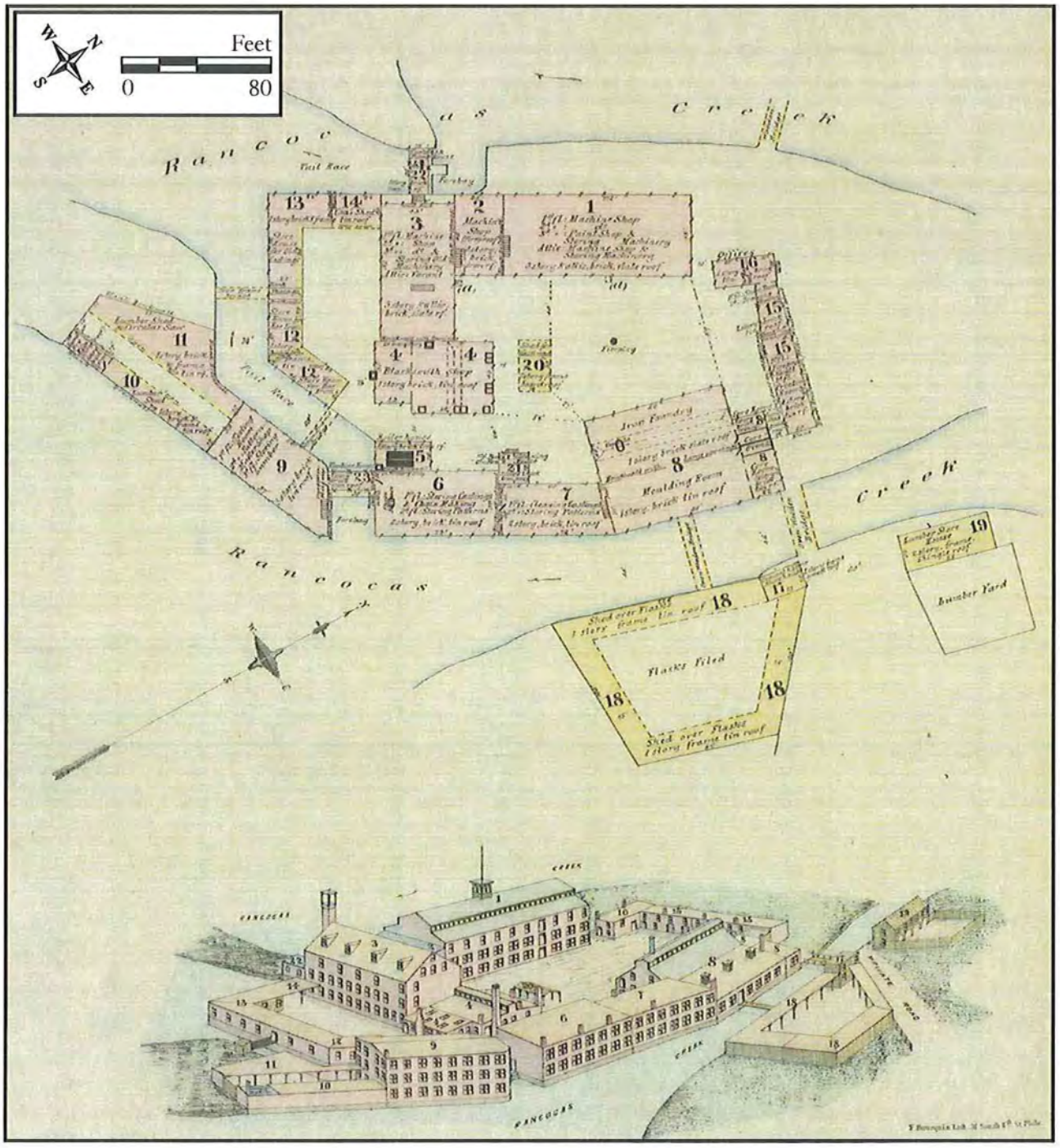


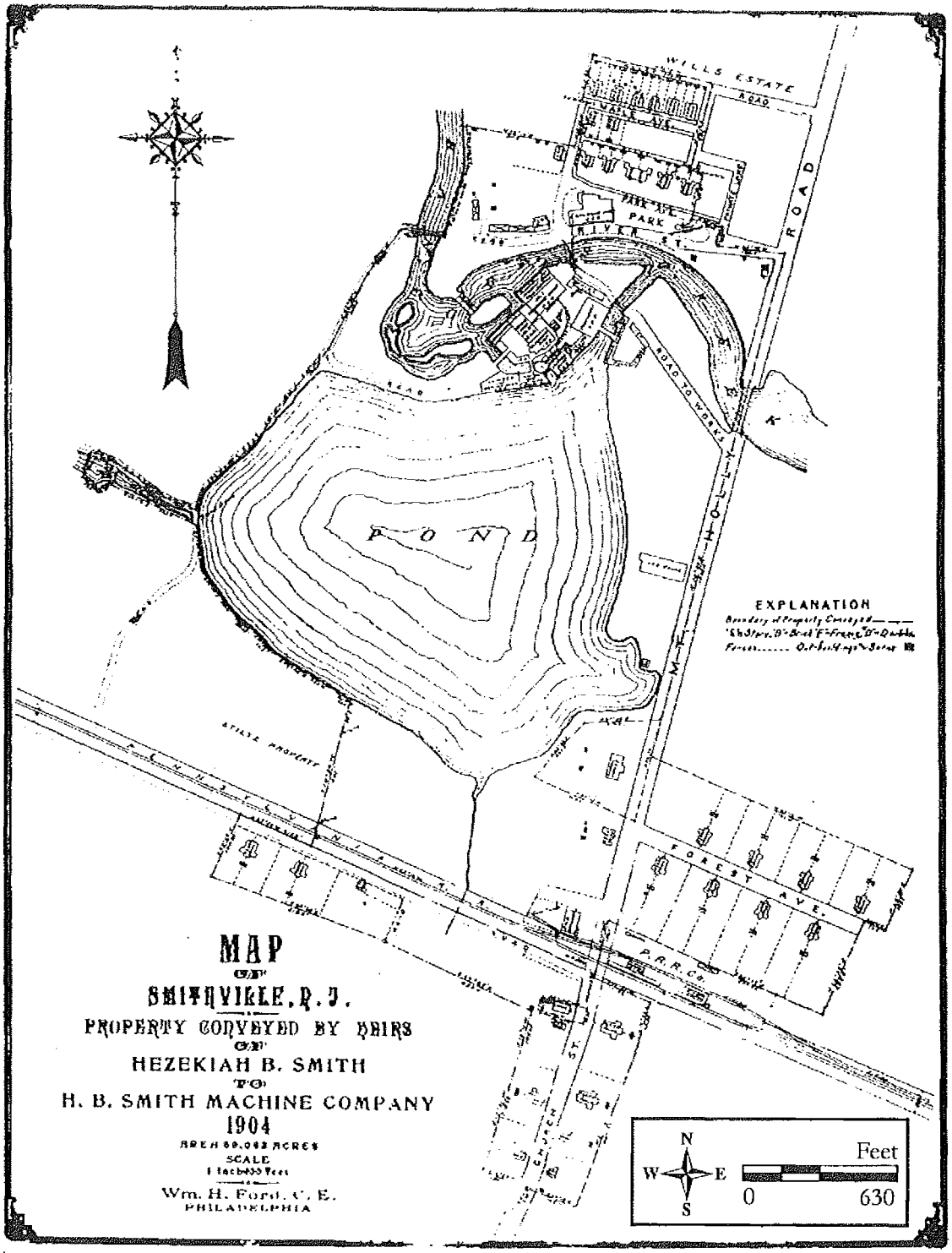
Photo Location Map, showing district south of Smithville Lake.



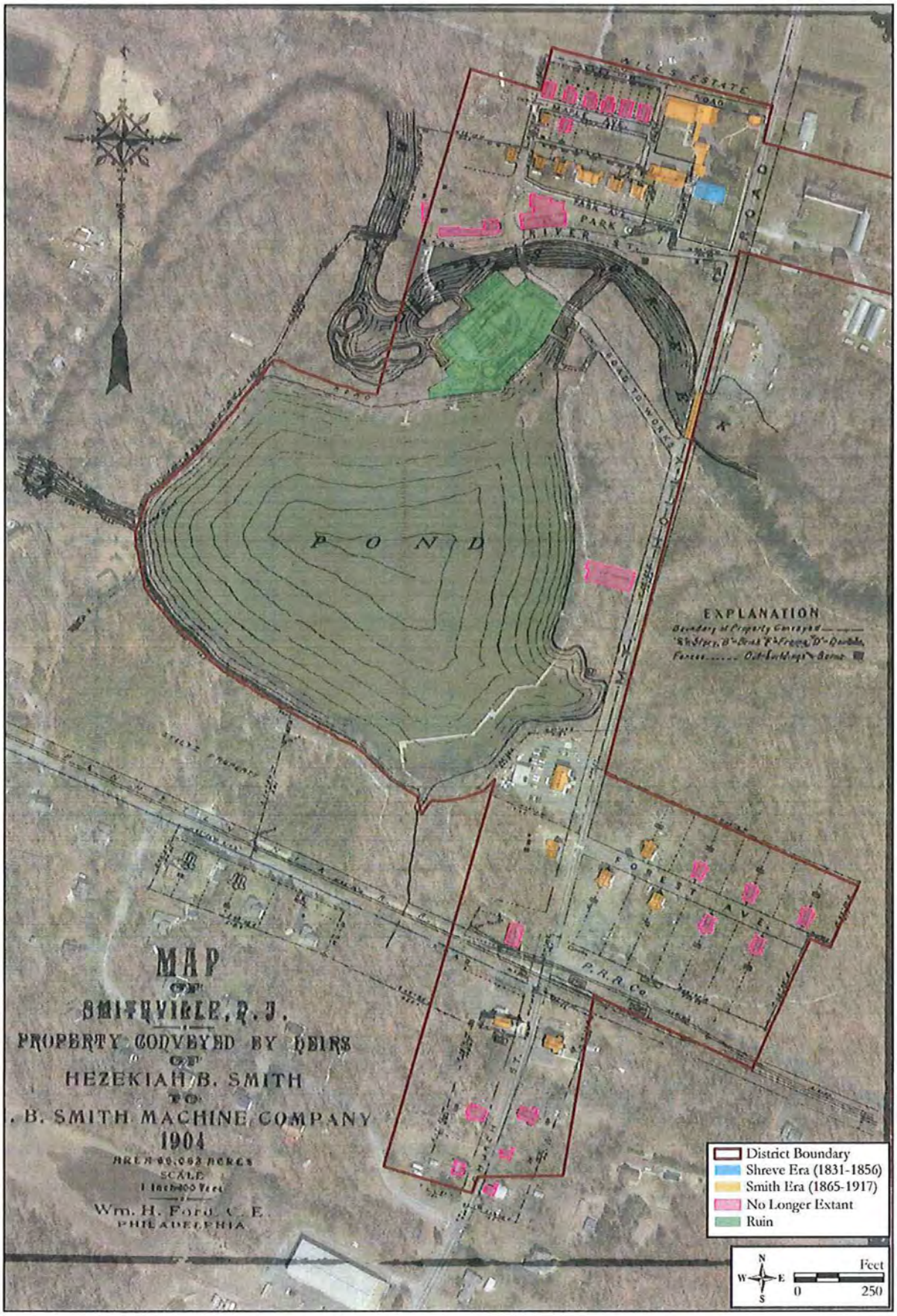
1856 Plan of a Valuable Spool Cotton Manufactory, Shreveville (from Bolger 1980b).



1881 Ernest Hexamer, H.B. Smith Machine Company's Works.

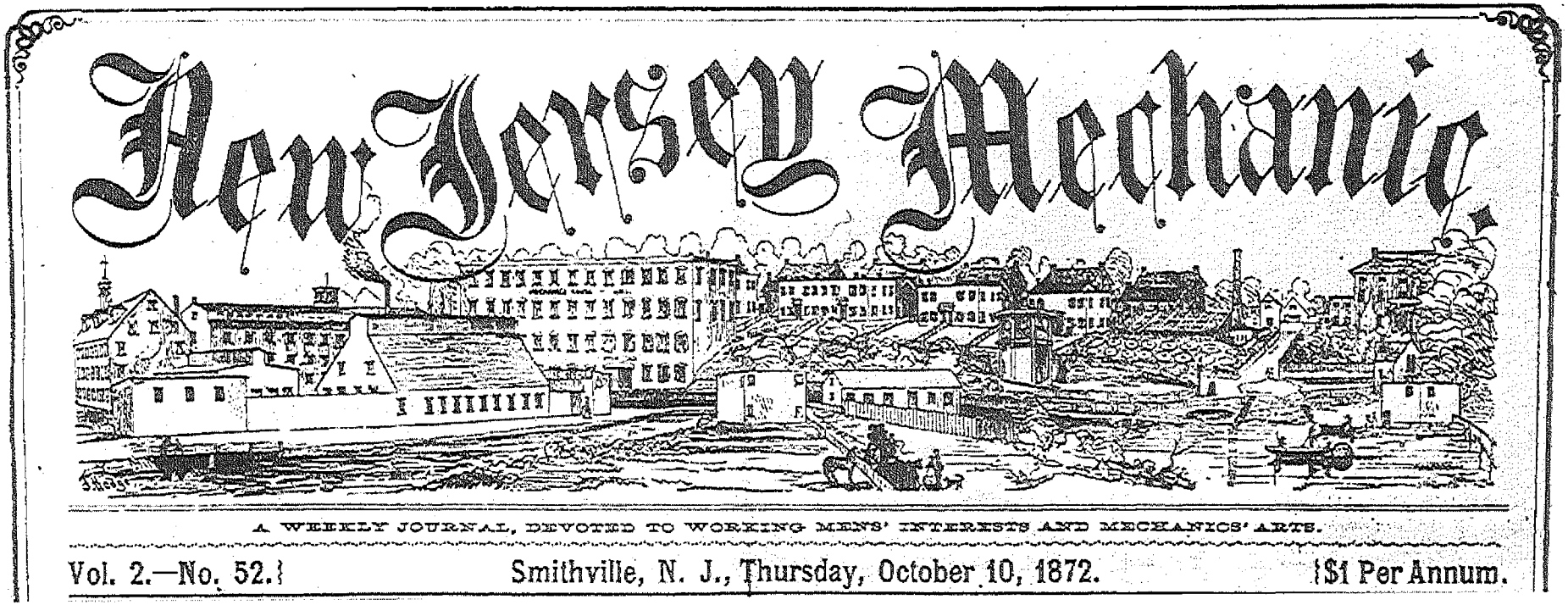


1904 Map of Smithville, N.J. (from Bolger 1980b).

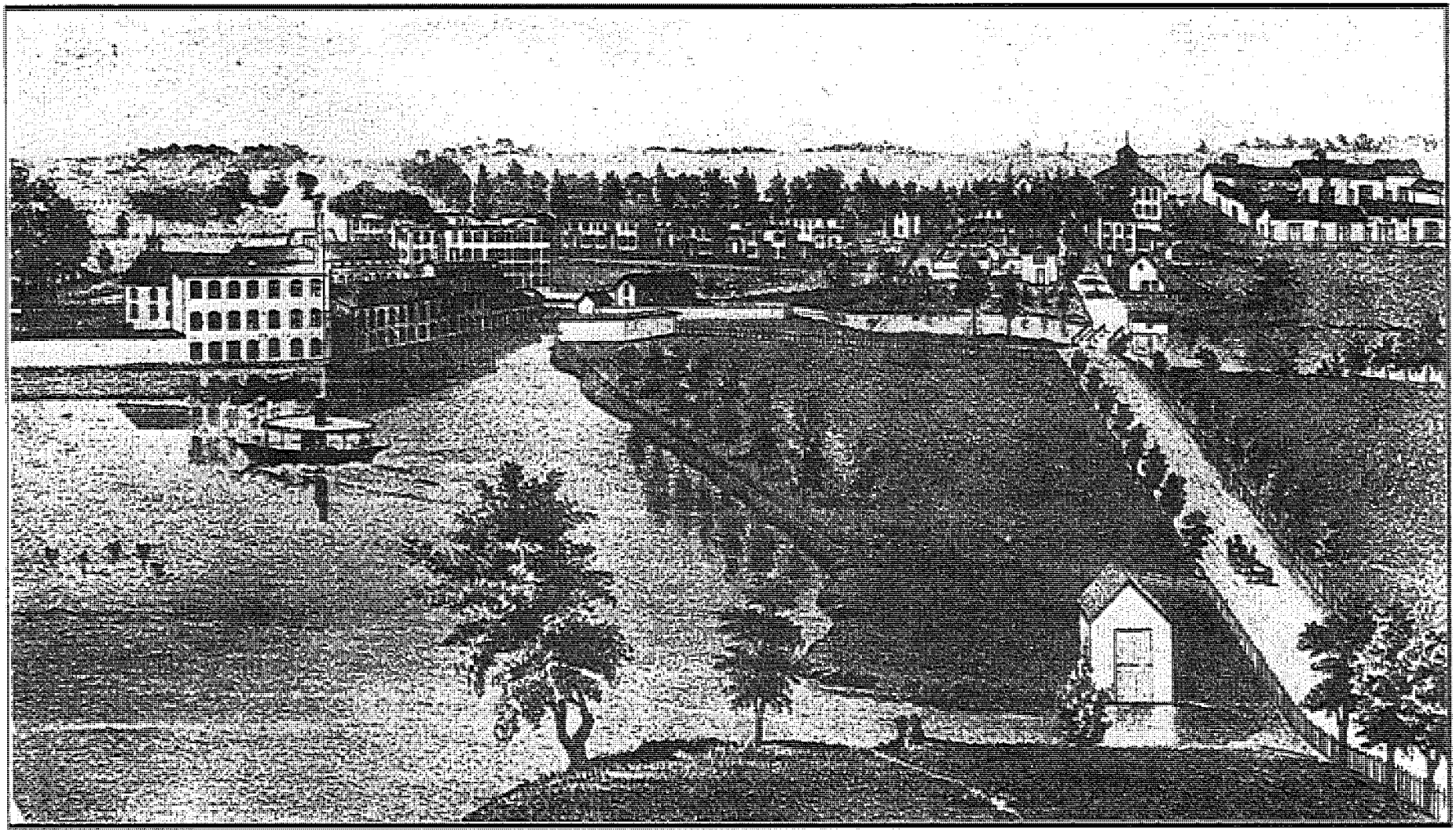


1904 Map of Smithville overlaid on current aerial photograph, annotated to indicate the period of construction of surviving resources. The 1904 map did not include the farm buildings on the east side of Smithville Road.

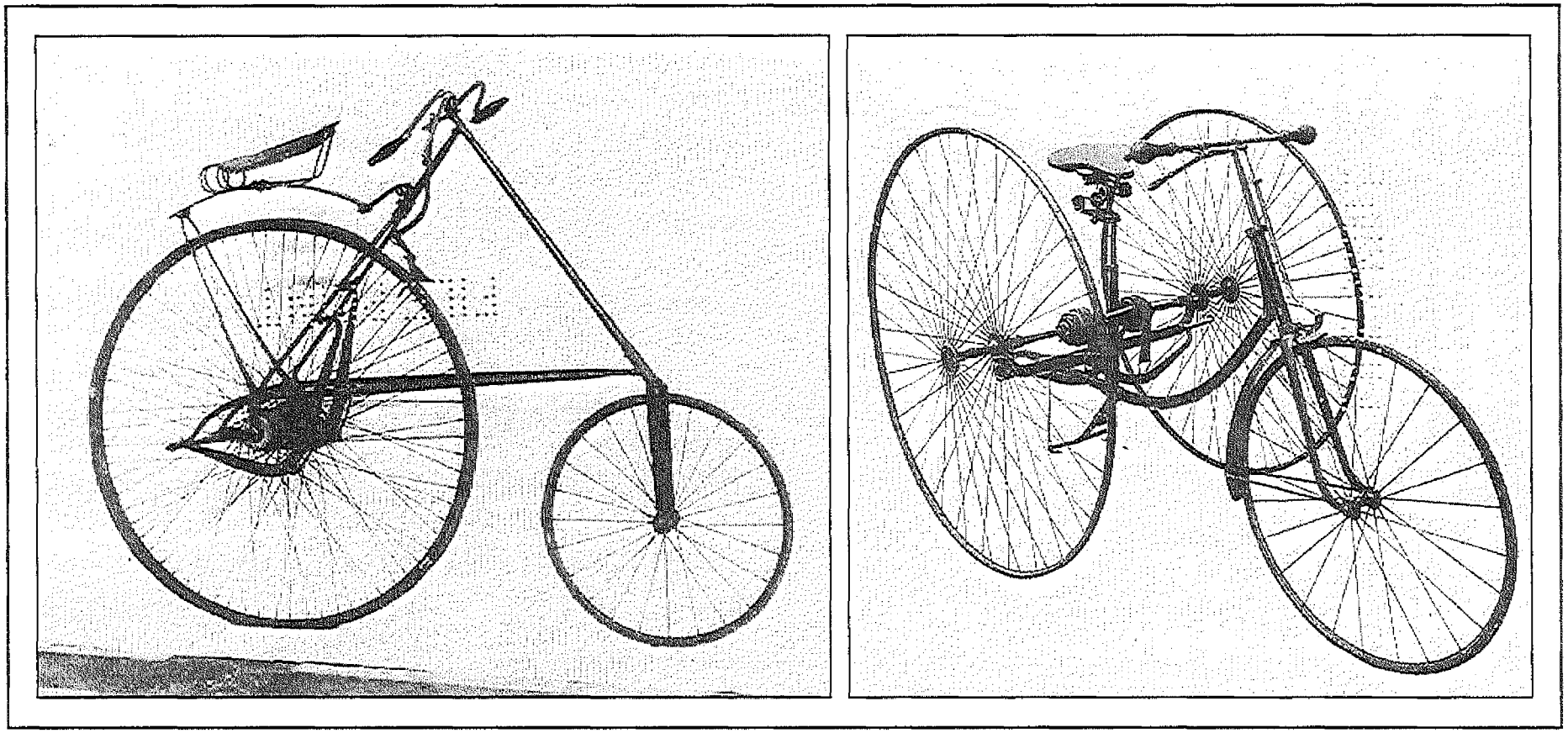
Hezekiah B. Smith, c.1860, and Agnes Gilkerson, c.1865 (from Bolger 1980b).



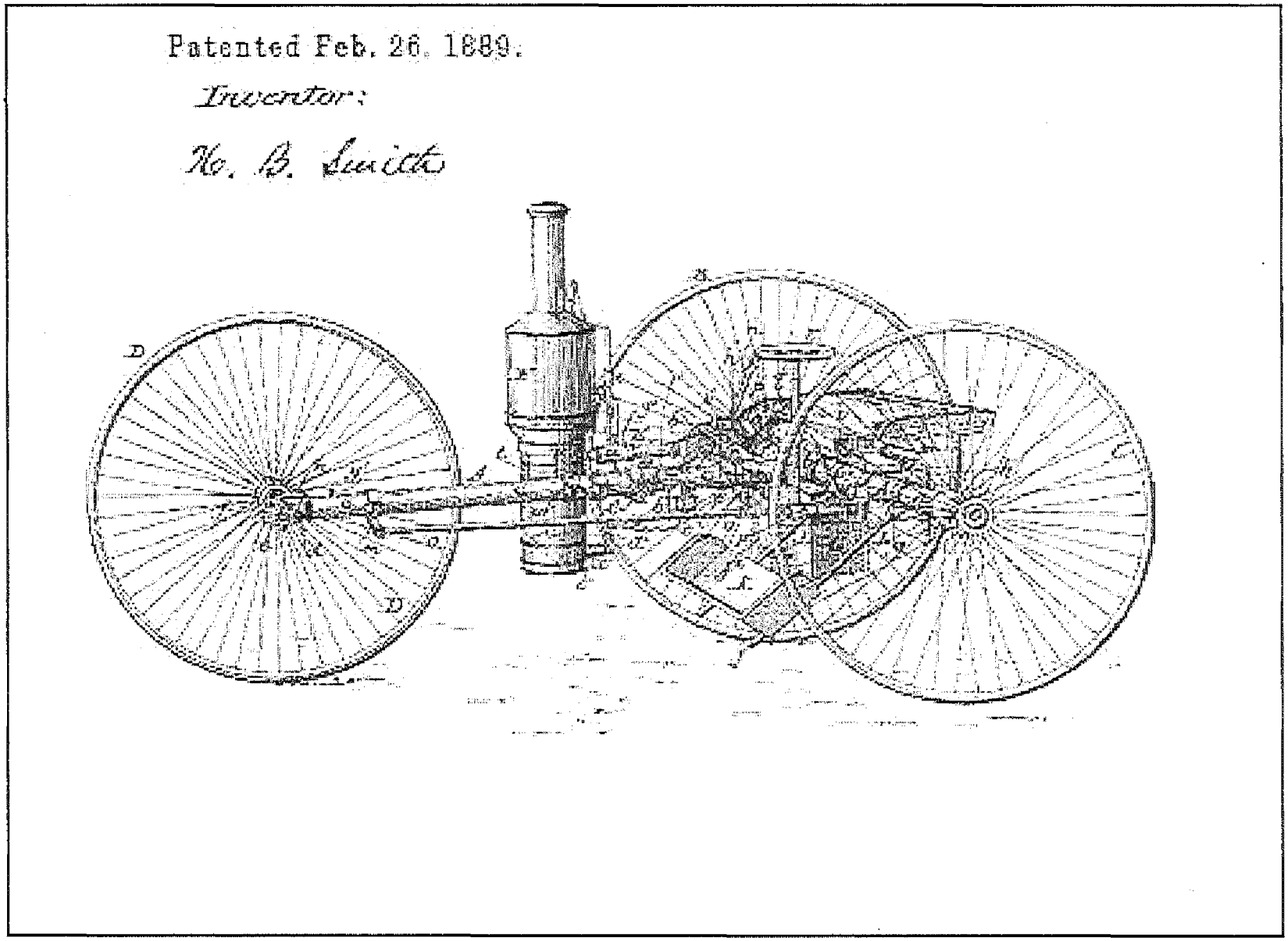
View of Smithville from the New Jersey Mechanic masthead, 1872 (from Bolger 1980b).



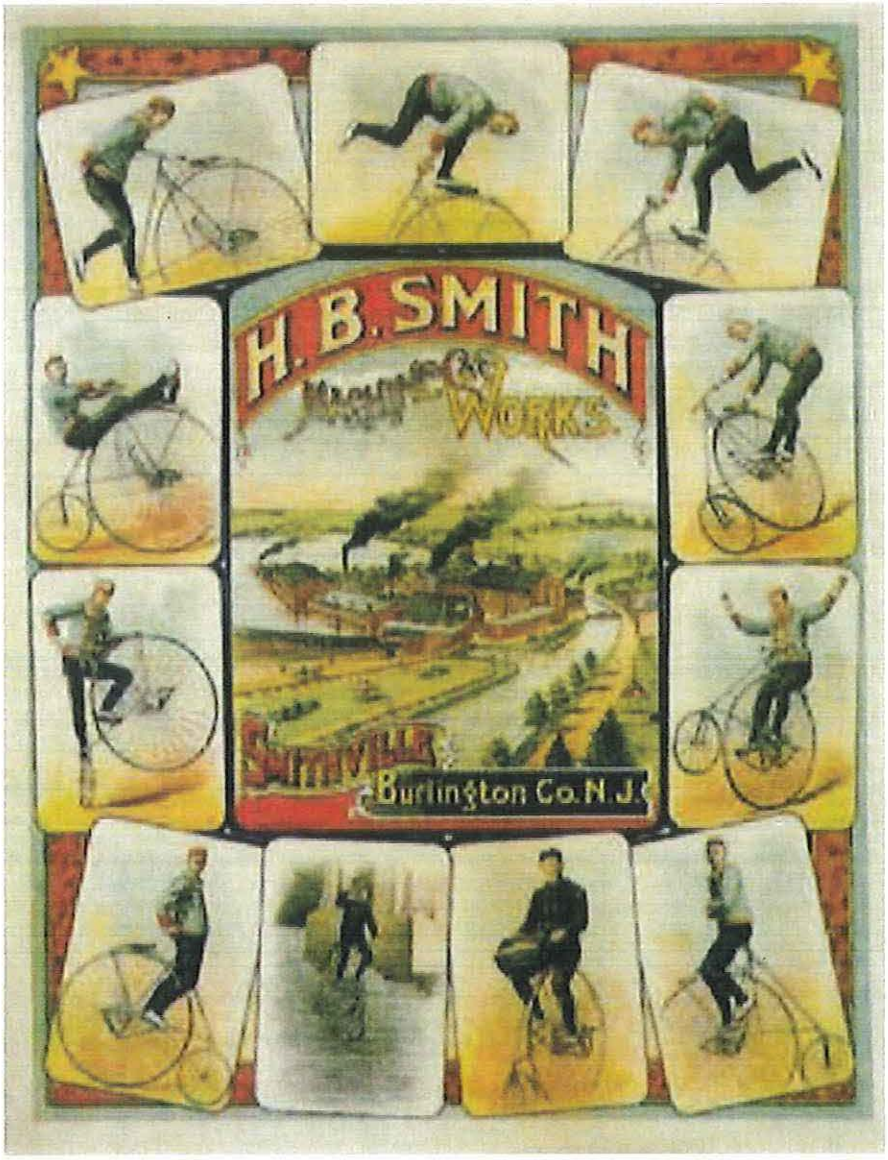
Smithville, c.1876 (from Bolger 1980b).



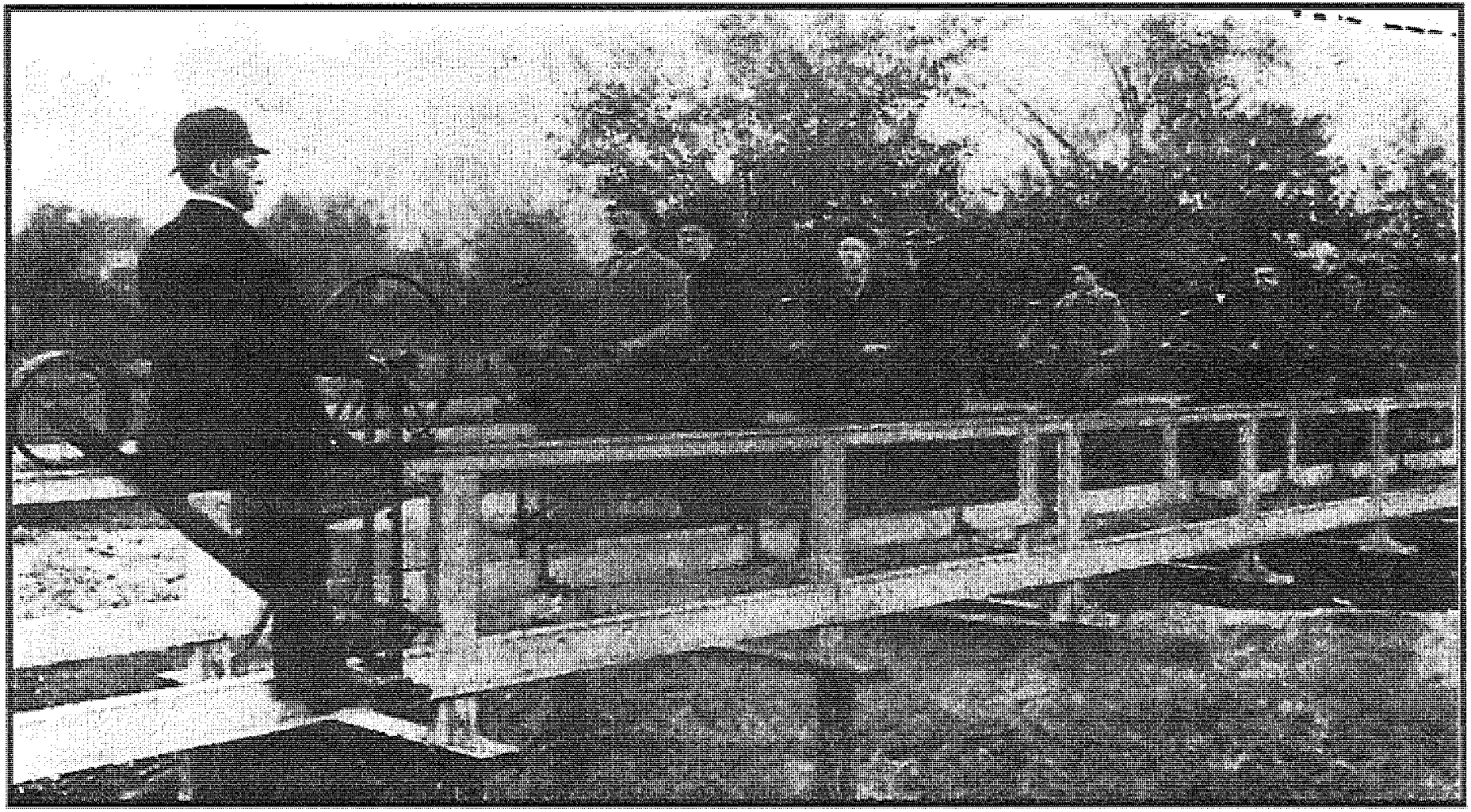
Pony Star bicycle, 1881, and Smith tricycle, 1888 (from Smithsonian Institution 2014).



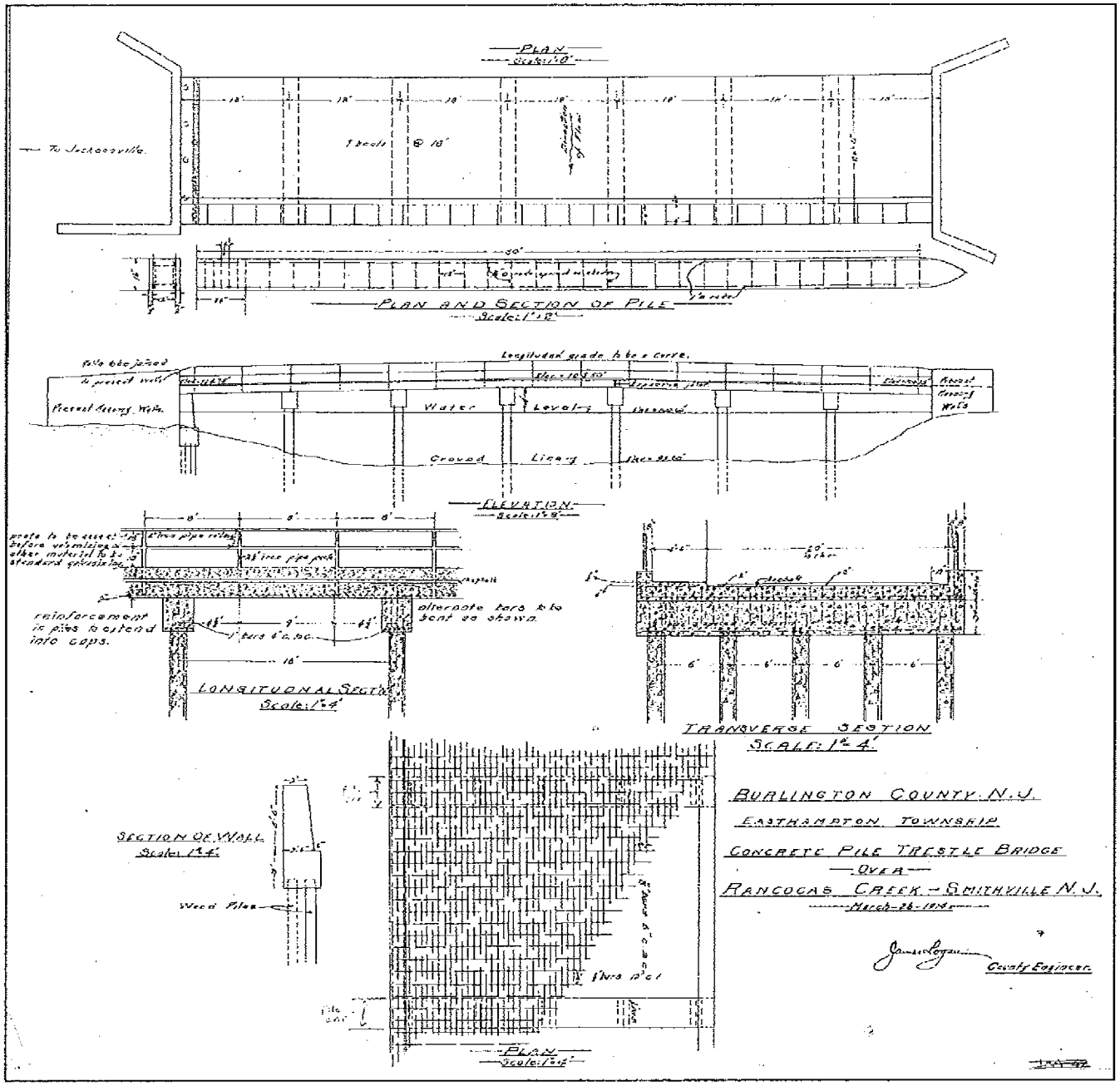
Steam Tricycle Patent, 1889.



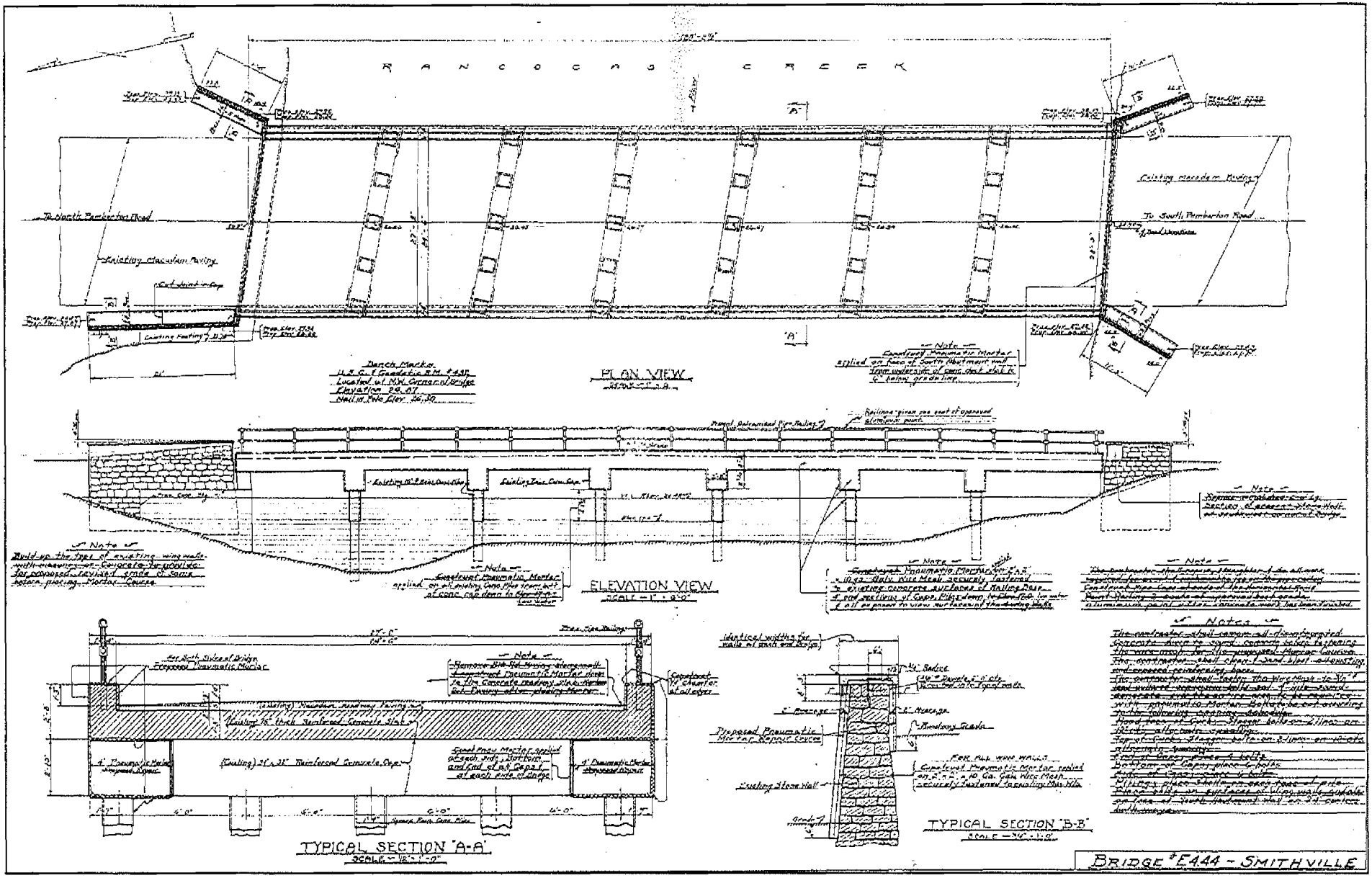
H.B. Smith Machine Works poster, undated (from Artnet 2014).



Mount Holly and Smithville Bicycle Railroad, undated (from Bolger 1980b).



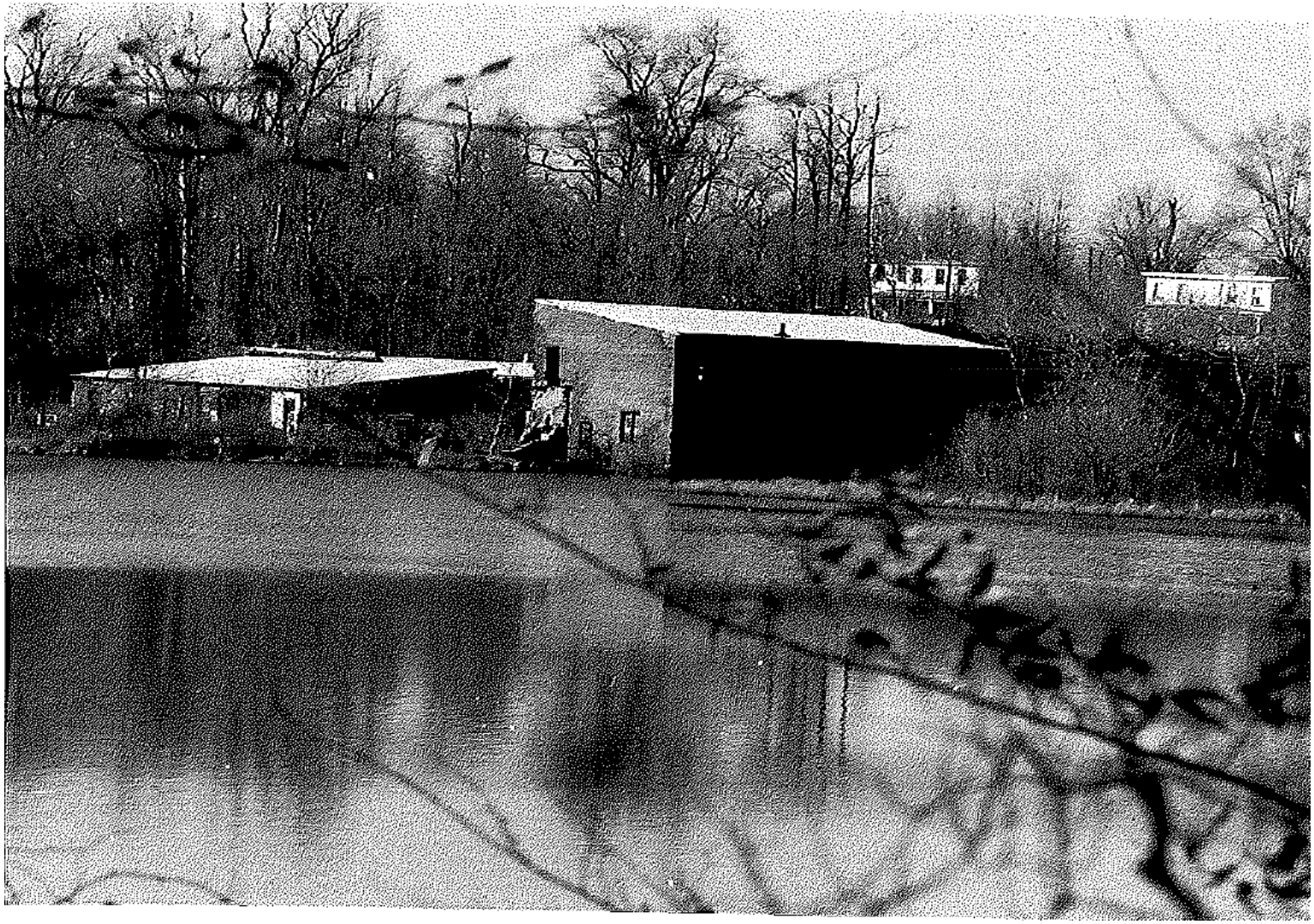
1914 Concrete Pile Trestle Bridge over Rancocas Creek, Smithville, N.J.
(from Burlington County Engineering Office).



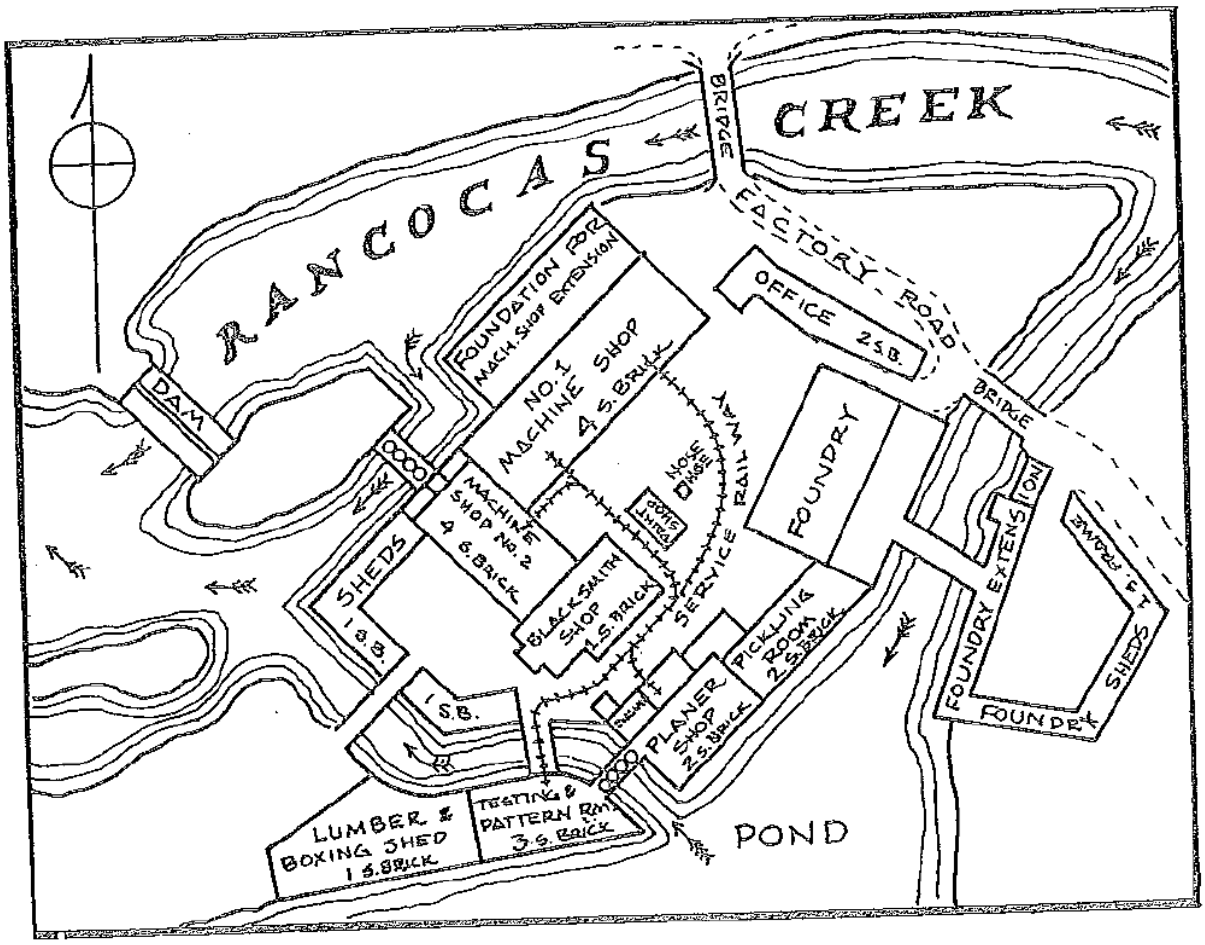
1949 Shotcrete repairs, Bridge #E4.44, Smithville (from Burlington County Engineering Office).

1986 Photos of industrial buildings

1986 photos of remains of factory buildings



Remains of factory building in Smithville, workers' housing on Park Avenue in background. Camera facing north (1974 photo).



Smithville factory buildings as they appeared in 1904 (from Bolger 1980b: 64). This map was used to identify building remnants discussed in Section 7, Page 3.

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #1

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #2

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #3

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #4

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #5

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #6

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #7

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #8

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #9

Smithville Historic District
Easthampton Township, Burlington County, NJ
Photo #10

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #11

Smithville Historic District
Easthampton Township, Burlington County, NJ
Photo #12

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #13

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #14

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #15

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #16

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #17

Smithville Historic District
Eastampton Township, Burlington County, NJ
Photo #18


D

National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.
Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

STATE OF NEW JERSEY
DEPARTMENT OF ENVIRONMENTAL PROTECTION
DAVID J. BARDIN, COMMISSIONER
P. O. BOX 1390
TRENTON, N. J. 08625
609-292-2885

MAR 3 1 1976

Dr. William Murtagh
Keeper of the National Register
Department of the Interior
National Park Service
18th and C Streets, N.W.
Washington, D.C. 20240

Dear Dr. Murtagh:

I am pleased to nominate the Smithville Historic District to the National Register.

This nomination has received approval of the State Review Committee for Historic Sites.

Should you want any further information concerning this application, please feel free to contact the staff of the Historic Sites Section, Box 1420, Department of Environmental Protection, Trenton, New Jersey 08625, telephone (609) 292-2023.

Faithfully,

David J. Bardin
Commissioner

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE 4/19/77

TIME OF CALL 10:00 AM PM

1. CALL [X] TO: [ ] FROM (Name)

Jonathan Fricker

2. ADDRESS (Tel. No. if needed)

NJ staff: 609-292-2024

3. SUBJECT, PROJECT NO., ETC.

Smithville Historic District.

4. DETAILS OF DISCUSSION

The area west of the lake was originally part of the company town, but is now all modern housing.

All major features (bike railway, opera house, etc.) were clustered in this area. It's possible that future research might located sites and/or remains.

Nothing is left from the factories except the buildings.

Everything that remains dates from Smith's period - late 19th C. Few of the earlier buildings have survived.

The company operated until about the early 1970's.

NAME OF PERSON PLACING/RECEIVING CALL: B Grossman

TITLE: Historian

OFFICE:

ENTRIES IN THE NATIONAL REGISTER

STATE NEW JERSEY

Date Entered MAY 12 1977

Name	Location
Old Stone Church	Cedarville vicinity Cumberland County
Smithville Historic District	Smithville Burlington County
St. Peter's Episcopal Church	Perth Amboy Middlesex County

Also Notified

Hon. Clifford P. Case
Hon. Harrison A. Williams, Jr.
Hon. William J. Hughes
Hon. Frank Thompson, Jr.
Hon. Edward J. Patten
Regional Director, North Atlantic Region

State Historic Preservation Officer
Mr. David J. Bardin
Commissioner, Department of Environmental Protection
P.O. Box 1420
[illegible] 08625

880 MMott/row 5/16/77

Advisory Council On Historic Preservation

1522 K Street, NW
Washington, DC 20005

listed 3/12/79
Burlington Co., N.J.

December 12, 1981

Mr. Vincent J. Mullins
Federal Liaison Officer
Federal Communications Commission
Washington, D.C. 20554

Dear Mr. Mullins:

We have been informed by Lawrence C. Schmidt, Deputy New Jersey State Historic Preservation Officer, that the construction of a cable-television receiving tower in Eastampton Township, New Jersey, an undertaking licensed by the Federal Communications Commission may have an effect on the Smithville Historic District, a property included in the National Register of Historic Places.

Please investigate this matter to determine whether the nature of the effect requires that you obtain the comments of the Council in accordance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320). Steps to determine this responsibility are set forth in Section 800.4 of the Council's regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800) (enclosed).

We look forward to hearing from you as soon as possible. If you have further questions or require assistance, please call me at 254-3495.

Thank you for your cooperation.

Sincerely,

(for) Jordan E. Tannenbaum
Chief, Eastern Division of
Project Review

Enclosure: Regulations

NATIONAL REGISTER DATA SHEET

(1) NAME as it appears on federal register: Smithville Historic District

(2) OTHER NAMES: Shreveville

(3) date of entry: MAY 12 1977

(4) county code: 005

(5) LOCATION street & number: off NJ 38 | city / town: Smithville | vicinity of | state: NJ | county: Burlington

(6) NPS REGION: NA

(7) OWNER ☐PRIVATE ☐STATE ☐MUNICIPAL ☐COUNTY ☐MULTIPLE ☐FEDERAL (agency name) _____

(8) ADMINISTRATOR: _____

(9) EXISTING SURVEYS ☐HABS ☐HAER ☐NHL

(10) FUNDED? ☐YES ☐NO

(11) CONGRESS. DISTRICT

(12) SOURCE of NOMINATION ☑STATE ☐FEDERAL

if state who prepared form? state staff

☐LOCAL ☐PRIVATE ORGANIZATION

(13) WITHIN NATIONAL REGISTER HISTORIC DISTRICT? ☐YES NAME _____ ☑NO

(14) WITHIN NATIONAL HISTORIC LANDMARK? ☐YES, NAME _____ ☑NO

(15) ACREAGE: 80

(16) CONDITION

☐excellent	☐deteriorated	☑altered	☑original site
☐good	☐ruins	☐unaltered	☐moved
☑fair	☐unexposed	☐reconstructed	☐unknown
	☐unexcavated	☐excavated	

(17) features:

	INTERIOR	EXTERIOR	ENVIRONS
SUBSTANTIALLY INTACT	-1	-2	-3
NOT INTACT	-0	-0	-0
UNKNOWN	-4	-5	-6
NOT APPLICABLE	-7	-8	-9

(18) ACCESS ☒YES-Restricted ☐YES-Unrestricted ☐No Access ☐Unknown

(19) ADAPTIVE USE ☐YES ☐NO

(20) SAVED? ☐YES

IS PROPERTY A HISTORIC DISTRICT? ☐yes ☐no

(21) AREAS OF SIGNIFICANCE:

☐ARCHEOLOGY-prehistoric-2	☐COMMERCE-6	☑ENGINEERING-11	☐LANDSCAPE ARCH.-15	☐POLITICS/GOVT.-21	☐RECREATION-28
☐ARCHEOLOGY-historic-1	☐COMMUNICATIONS-7	☐ENTERTAINMENT-26	☐LAW-16	☐RELIGION-22	☐SETTLEMENT-29
☐AGRICULTURE-3	☐CONSERVATION-8	☐EXPLORATION-12	☐LITERATURE-17	☐SCIENCE-23	☐URBAN PLANNING-31
☑ARCHITECTURE-4	☐ECONOMICS-9	☑HEALTH-27	☐MILITARY-18	☐SOCIAL/HUMANITARIAN-24	☐OTHER (SPECIFY)
☐ART-5	☐EDUCATION-10	☑INDUSTRY-13	☐MUSIC-19	☑SOCIAL/CULTURAL-30	_____
		☐INVENTION-14	☐PHILOSOPHY-20	☐TRANSPORTATION-25	_____

(22) CLAIMS: explain

'first' ☐

'oldest' ☐

'only' ☐

(23) functions

WHEN HISTORICALLY SIGNIFICANT: company town

CURRENTLY: community

(24) dates of initial construction: late 19th C.; 1842 (mansion)

major alterations:

historic events: 1828-1856; 1865-20th C

(25) ETHNIC GROUP ASSOCIATION

(26) architectural style(s):

(27) architect:

(28) master builder:

(29) engineer:

(30) landscape architect / garden designer:

(31) interior decorator:

(32) artist:

(33) artisan:

(34) builder/contractor:

(35) NAMES give role & date

PERSONAL: Jonathan & Samuel Shreve - founded town & factory, 1828
Hezekiah B Smith - founded ~~the~~ company town, c. 1865 - prominent manufacturer and innovator, congressmen & state senator.

EVENTS: 1892-98: operation of one of world's few bicycle railways; production of Star bicycles, 1881-1910

INSTITUTIONAL: H.B. Smith Company

(36) NATIONAL REGISTER WRITE-UP

Site of town & factory since 1828 when it was known as Shreveville; one of state's few well preserved examples of 19th C. industrial towns - mansion, factory, and workers housing remains of H.B. Smith Company, which became the largest woodworking machinery plant in the US, ~~unincorporated~~ many engineering innovations such as the bicycle railroad, and produced a prototype of the modern bicycle

reviewers initials _____ date _____ IF ADDITIONAL SPACE NEEDED, NUMBER & PUT ON REVERSE

PROPERTY Smithville Historic District STATE N.J.

WORKING NUMBER 10. 11. 74. 16 90

TECH REVIEW

PHOTOS 6

MAPS 2

CONTROL REVIEW

Great Area!, but needs work - I found the sketch map esp. confusing - Return W.R. 11/11/74 CK

cm 10.15.74

HISTORIAN We need photos showing more of the dist., a better boundary descrip., & some explanation for the dev. of the town on 2 sides of lake. I'm not convinced the 2 sides were really related. Return JCT 11/4/74

ARCHITECTURAL HISTORIAN I am unsure as to whether this verbal boundary description is detailed enough. Why is housing west of lake excluded? No photos showing manor complex as described in #7 I don't understand the 60 theory beyond the boundaries. No photos or description of 18th C buildings within boundary. Asbestos covering Return LEDOVICH 10-1-74

ARCHEOLOGIST

REVIEW UNIT CHIEF Return Cole 12-3-74

BRANCH CHIEF

KEEPER

National Register Write-up _____

Federal Register entry _____

State

Send-back 12.3.74

Re-submit _____

Entered _____

Property Smithville Historic District

State New Jersey Working Number 10.11.74.1690 ~~4.6.76.3002~~

Second Control Sheet

TECHNICAL

Photos 6

Maps 4

UTM appears incorrect

CONTROL

pl

4.23.76

HISTORIAN

Area has potential, but they have not answered the basic questions: What is in the nominated area? We need more photos (by RR tracks etc.) a sketch map identifing all buildings in the district. (cover)

Return W. Klyce 3/5/76

ARCHITECTURAL HISTORIAN

I think they have removed the sections that we questioned, but made no other changes. I am still unclear as to boundary description and justification

agree with Will Gallagher and Kevin Lebowich

ARCHEOLOGIST

OTHER

HAER

Inventory _____

Review _____

REVIEW UNIT CHIEF

BRANCH CHIEF

KEEPER

National Register Write-up _____ Send-back 5.5.76 Entered _____

Federal Register Entry _____ Re-submit 2.17.77

INT:2106-74

United States Department of the Interior National Park Service WASO No. 7

~~only sent us [illegible] maps~~ this time. We also need to know how all elements of the district fit together. This might be done by a map identifying structures before Shreve during the Shreve period during the Smith period and since. The district needs badly to be discussed (significance) as a district.

Property Smithville Historic District

State N. J. Working Number 10.11.74.1690

3rd Control Sheet
~~7700856~~
Burlington

TECHNICAL

Photos 26
Maps 2, Sketch

CONTROL

OK pl 2.24.77

HISTORIAN

This is getting better, but there are still some questions they haven't answered and some info we need use in determining the integrity + cohesiveness of the nominated resource: why were the houses west of the lake omitted? were all the major features discussed located here or scattered elsewhere on Smith's 2000 acres? How much of what is left dates from Smith + how much before (the form says he bought existing housing, etc.)? Are there any equipment, etc. remaining in the factories? ETC.
Called 4/19/77 – see yahoo sheet.

accept
B. Greenberg
4/19/77

ARCHITECTURAL HISTORIAN

Ideally, we should have more information on resources left, history etc. However this has been back + forth alot. I'll OK

Accept
MFluetsch
3.24.77

ARCHEOLOGIST

OTHER

HAER

Inventory _____
Review _____

REVIEW UNIT CHIEF

Accept
Cole
9/22/77

BRANCH CHIEF

Hunt
5.10.77

KEEPER

5/12/77

National Register Write-up _____ Send-back _____ Entered MAY 12 1977
Federal Register Entry 6.7.77 Re-submit _____

INT:2106-74

National Register of Historic Places

Note to the record

Correspondence related to 2019 Additional Documentation

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Resubmission #2

Property Name: Smithville Historic District

Multiple Name:

State & County: NEW JERSEY, Burlington

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
12/4/2018			1/18/2019	2/15/2019

Reference number: RS77000856

Nominator:

Reason For Review:

__X__ Accept _____ Return _____ Reject **2/14/2019** Date

Abstract/Summary Comments: Automatic listing due to lapse in appropriations.

Recommendation/ Criteria

Reviewer ~~Control Unit~~ Lisa Deline Discipline _____

Telephone _____ Date 2/14/19

DOCUMENTATION: see attached comments : No see attached SLR : ~~No~~ Yes

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

Project # 15-0407
HPO-C2017-238

State of New Jersey
MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
P.O. Box 420
Trenton, NJ 08625-0420
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

March 28, 2017

Paul Loether, Chief
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the Smithville Historic District (Additional Documentation), in Eastampton Township, Burlington County, New Jersey.

This nomination has received unanimous approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Katherine J. Marcopul, Administrator, New Jersey Historic Preservation Office, Mail code 501-04B, P.O. Box 420, Trenton, New Jersey 08625-0420, or call her at (609) 984-5816.

Sincerely,

Rich Boornazian
Deputy State Historic
Preservation Officer

AD77000856

NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

RECEIVED
JUN - 9 2017
Natl. Reg. of Historic Places
National Park Service

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

Returned

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

1. Name of Property

historic name: Smithville Historic District (Additional Documentation)

other names/site number: ____________________

2. Location

street & number: Smithville Road; Forest, Railroad, Park and Maple Avenues; River Street and Smithville Pike — ☐ not for publication

city or town: Eastampton Township — ☐ vicinity

state: New Jersey — code: NJ — county: Burlington — code: 005 — zip code: 08060

3. State/Federal Agency Certification

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

[signature] Asst Commissioner — 3/29/17
Signature of certifying official/Title — Date

NJ DEP
State or Federal agency and bureau

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

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: — Signature of the Keeper — Date of Action

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

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

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) ____________

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [ ] private
- [X] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	1	buildings
0	0	sites
1	3	structures
0	0	objects
1	4	Total

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

N/A

Number of contributing resources previously listed in the National Register

23

6. Function or Use

Historic Functions
(Enter categories from instructions)

INDUSTRY/PROCESSING/EXTRACTION:
manufacturing facility
DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
AGRICULTURE/SUBSISTENCE:
agricultural outbuildings
TRANSPORTATION: road-related (vehicular)

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE: outdoor recreation
RECREATION AND CULTURE: museum
GOVERNMENT: government office
TRANSPORTATION: road-related (vehicular)

7. Description

Architectural Classification
(Enter categories from instructions)

MID-19TH CENTURY: Greek Revival
MID-19TH CENTURY: Gothic Revival
LATE VICTORIAN: Italianate
OTHER: Patterned brickwork
OTHER: Continuous concrete slab

Materials
(Enter categories from instructions)

foundation BRICK; STONE: sandstone
walls BRICK; WOOD: weatherboard; ASBESTOS
roof ASPHALT
other METAL: iron; STUCCO; CONCRETE

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

8 Statement of Significance

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

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

Criteria considerations
(mark "x" in all the boxes that apply.)

Property is:

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

Areas of Significance
(Enter categories from instructions)

INDUSTRY
ENGINEERING
ARCHITECTURE
INVENTION
COMMUNITY PLANNING AND DEVELOPMENT
ARCHAEOLOGY

Period of Significance
c.1750-1917

Significant Dates
1865
1831

Significant Person
(Complete if Criterion B is marked above)
Hezekiah Bradley Smith; Agnes Gilkerson Smith

Cultural Affiliation
Euro-American
Terminal Archaic
Early Woodland

Architect/Builder
Unknown

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

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

Primary location of additional data

- [X] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [X] Local government
- [ ] University
- [ ] Other

Name of repository:
Burlington County Parks Department

Smithville Historic District
Name of Property

Burlington County, New Jersey
County and State

10. Geographical Data

Acreage of property 74.5 acres

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

☐ See continuation sheet

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

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

11. Form Prepared By

name/title Jennifer B. Leyne, Senior Architectural Historian

organization Richard Grubb & Associates, Inc. date December 9, 2014

street & number 259 Prospect Plains Road, Building D telephone 609.655.0692 x314

city or town Cranbury state NJ zip code 08512

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative **black and white photographs** of the property.

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

Property Owner

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

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

INTRODUCTION

This nomination provides additional documentation for the Smithville Historic District in Eastampton Township, Burlington County, New Jersey. Smithville was listed in the New Jersey Register of Historic Places on August 26, 1974, and in the National Register of Historic Places on May 12, 1977.

The Smithville Historic District is comprised of a largely intact company town dating to its high point of development, c.1870-1900, with a manor house at its center. The district was listed in the National Register under Criterion A in the areas of Industry and Engineering and under Criterion C in the area of Architecture. It has significance for its industrial production and technological innovations, which included the first bicycle railroad and a prototype of the modern bicycle. It is also architecturally significant for its manor house which is an excellent example of the Greek Revival style in New Jersey (Photos 1-2), and for its collection of Italianate style worker housing (Photo 3). Collectively, the buildings represent a significant and distinguishable entity. The period of significance in the original nomination was defined as 1800-1899 (N.J. Historic Sites Staff 1970). This additional documentation seeks to expand the areas of significance beyond that of the original nomination to include Criteria A, B, C and D, in the added areas of Invention, Community Planning and Development, and Archaeology. It also expands the period of significance, to begin c.1750 when the first farmstead was established in the district, to 1917, when the company town began a period of decline. The district boundary has not been altered.

Inventory

The previous documentation for the Smithville Historic District included a resource inventory that identified 25 contributing resources (24 buildings and 1 structure) within the district boundaries. Since the district was listed on the National Register, one structure and one building have been removed: the iron truss bridge on River Street (Inventory 16), and the Methodist church parsonage (Inventory 24).

This additional documentation expands the inventory to include one contributing and four noncontributing resources as described below. Each has been assigned an inventory number consecutively following the numbering in the original inventory.

26 Smithville Road Bridge over the North Branch of Rancocas Creek Contributing (structure)
The expansion of the period of significance requires the addition of one contributing structure that was omitted entirely from the previous inventory, the Smithville Road (County Road 684) Bridge over the North Branch of Rancocas Creek. Built in 1914, the Smithville Road Bridge is a 7-span structure that carries 2 lanes of traffic in a north-south direction over the North Branch of Rancocas Creek (see Photos 4-5; plans attached). It measures approximately 125 feet long and 27 feet, 6 inches wide. The bridge has a continuous reinforced concrete deck slab supported by precast reinforced concrete pile-bent piers. The abutments and wingwalls are concrete and masonry construction. The pile-bent piers are comprised of 5, 16-inch square precast reinforced concrete piles set 6 foot on center topped with a reinforced concrete cap beam. In 1949, pneumatically applied mortar (shotcrete) was applied to a majority of the visible areas of the bridge's abutments and wingwalls, deck, pier cap beams and piles (see attached plans). The railing system is comprised of galvanized pipes, approximately 2 feet high, mounted on a 1-foot high concrete brush curb. The bridge is technologically distinctive as an early example of a precast reinforced concrete driven-pile substructure (A.G. Lichtenstein & Associates, Inc. 1994:03E440).

27 River Road Bridge over North Branch of Rancocas Creek Noncontributing (structure)
In 2005, a new steel truss bridge was constructed over the North Branch of Rancocas Creek on River Street (Photo 6), at the same location as the earlier iron truss (Inventory 16). The bridge is a historically sensitive replacement but is not a contributing resource because it was built outside the period of significance.

28 Smithville Dam Noncontributing (structure)
The Smithville dam was removed and replaced c.1995 (Photo 7). The reinforced concrete structure spans the North Branch of the Rancocas Creek west of the River Road Bridge.

29 Smithville Park Gazebo Noncontributing (structure)
A wooden gazebo has also been erected in the park near the mansion and worker housing (Photo 8). The gazebo replicates the bandstand erected during H.B. Smith's lifetime and is at the approximate location of the original structure. The gazebo harmonizes with its surroundings but is not a contributing resources due to its construction after the period of significance.

30 718 Smithville Road Noncontributing (building)
A one-story house has been constructed within the historic district boundaries south of Railroad Avenue, at 718 Smithville Road. Built in 1984, the frame building has a side gable roof and concrete foundation (Photo 9). It is a noncontributing building within the historic district.

The Smithville Historic District previously was listed in the New Jersey and National Registers of Historic Places under Criterion A in the areas of Industry and Engineering and under Criterion C in the area of Architecture. Its period of significance extended from 1800 to 1899. This additional documentation expands the district's significance to include Criterion B, for its associations with Hezekiah B. Smith and Agnes Gilkerson Smith, and the added areas of Invention and Community Planning and Development. The Smithville Historic District represents a continuum of occupation on the North Branch of the Rancocas Creek in modern Eastampton Township, Burlington County, beginning with a colonial farmstead, established c.1750, and a mill seat, established c.1780. In the 1830s, a cotton mill was established at the site and a company town developed by its owners, who lived in a Greek Revival-style mansion they built in the village. After its failure, the entire property was purchased by Hezekiah B. Smith, an innovative businessman, who moved his woodworking machinery business to the site. Smith's wife, Agnes Gilkerson Smith, was a doctor by training and edited the company's newspaper, the *New Jersey Mechanic*. Together the Smiths transformed the mill village into a model industrial town. H.B. Smith worked with his mechanics to invent new and improved woodworking machinery, and the company later produced the Star bicycle, an innovative high-wheel bicycle that enjoyed popularity during the 1880s. After H.B. Smith's death, control of the company passed to his son, Captain Elton Smith, who operated the business with great success until his death in 1917. The additional documentation suggests an expanded period of significance, beginning circa 1750 with the establishment of the original farmstead and ending in 1917 with the death of Captain Elton Smith. The district additionally is significant under Criterion D in the area of Archaeology. A prehistoric Native American occupation site has been identified within the district's boundaries, as well as archaeological remnants of the early mill seat and various later components of the site's occupation. Undisturbed areas have the potential to reveal additional information about the history of the site and the lifeways of its residents.

Historic Context

The community known today as Smithville[1] lies on the North Branch of the Rancocas Creek in Burlington County. The property was first surveyed in 1683 to delineate a 500-acre tract of the West Jersey Province purchased by Henry Stacy of Burlington City in 1676. Many of the surrounding properties were also surveyed and distributed during the period 1682-1684, although the tract south of the creek, which would later become part of the Smithville dam site, was unappropriated during the seventeenth century.

Stacy apparently rented his tract to tenants. When the property was sold by his widow in 1686, the tract was said to include the "house, buildings and improvements thereupon made or being made in the tenure of Michael Buffin and George Shinn" (Bolger 1980b:7). The property was purchased by Sarah Parker, a widow, who later divided the tract into three parcels and distributed them to her sons George, William, and Joseph. William Parker, who owned the parcel that would eventually contain the Smithville community, sold his property in 1730. In 1744, the tract came into possession of Daniel Gaskill, who in 1749 added a 30-acre parcel on the south side of the creek. With this purchase, the original bounds of the eventual mill tract were fixed.

Around the same time, a farmstead was established on the east side of Smithville Road. A two-story, three bay brick house was erected circa 1750 by Ezekiel Wright. The house was extant by 1771, when Wright set aside a two-acre parcel including the house in his will for his widow Rebecca, to be shared equally by their four sons upon her death. The farmhouse and surrounding land were purchased during the late nineteenth century and incorporated into the industrial village of Smithville.

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[1] The history of Smithville has been extensively documented in numerous sources, including the National Register of Historic Places nomination (New Jersey Historic Sites Staff 1977) and two works published in 1980 by William C. Bolger: a scholarly article published in *Planned and Utopian Experiments: Four New Jersey Towns*, and a book, *Smithville: The Result of Enterprise*. Except where otherwise indicated, the Bolger texts served as the source for the historic context contained herein.

The building still stands on the property and is the earliest surviving non-archaeological historic resource in the Smithville Historic District. It is a good example of a patterned brickwork house, which was important in the architecture of southwestern New Jersey in the eighteenth century; however, it is also an unusual example because the only elevation that was ornamented with pattern work was the west gable end. This elevation features Flemish checker, the most widely used ornamental pattern, while the south façade features plain brickwork. The unusual placement of the pattern work in this house, facing the nearby road (modern Smithville Road), demonstrates the intent of the builder to place the fanciest masonry in the house where it would be most visible.

Early Industrial Development: Parkers Mills and Shreveville

The eighteenth century saw increased development of sawmills and other water-powered industries throughout the region. In 1776, Jacob Parker purchased a 77-acre portion of the old Daniel Gaskill property, which included both banks of the creek. Four years later, Parker petitioned the state legislature for permission to build a dam on his property and commenced with construction. Parker established his gristmill and sawmill operations at the site and built a residence for his family north of the creek. Although Parker was initially successful, he soon became embroiled in a controversy with his neighbors over the legality of his dam and mill operation. The lengthy lawsuits with his neighbors and John Mullen, the miller who operated his gristmill, led to Parker's bankruptcy and the sale of his property at sheriff's auction in 1802.

A gristmill continued to operate at Parkers Mills, as the property was known, under varied ownership during the early nineteenth century. The original structure was replaced in 1816, when owners William Roberts and Charles French constructed a new gristmill on the same site. The sale of the property in 1831 to brothers Jonathan Lippincott Shreve and Samuel Shreve resulted in significant changes to the area, however. The Shreves set out to establish a textile factory complex at the site, and by 1850, Parkers Mills had been transformed into Shreveville, a self-sustaining cotton mill village.

The textile industry in America emerged first in New England and the Mid-Atlantic during the latter decades of the eighteenth century and grew substantially in the decades following the War of 1812. Mills of the era were dependent on water power for their machinery; thus, many factories were established in rural areas. These remote locations required significant investment from owners, however, who had to build not only the mill and related infrastructure but also housing for employees. The types of housing varied according to the company's hiring practices: some provided small cottages for families of workers, while others built dormitories and boarding houses for single employees. Out of this necessity emerged a paternalistic system, in which employers strove to attract and keep employees by maintaining personal relationships and providing amenities beyond merely housing in the mill villages they built (Blythe 1999; Garner 1992; Leynes 1993).

The Shreves had gained experience in the textile industry at the Trenton Calico Printing Manufactory, which was founded in 1820. Calico printing was a relatively uncommon industry in New Jersey, and the precise nature of the Shreves' involvement with the Trenton works is unclear. The company appears to have closed around 1829, however, and soon after the Shreves purchased the Parker Mills in Burlington County (Hunter et al. 2009:68). They proceeded to build a calico printing works on the property, as well as worker housing and a manor house for themselves. Mills for spinning and weaving cotton were added later. In the 1840s, the Shreves began manufacturing cotton thread; at least one contemporary source reported that "the 'Shreveville Thread' is superior to all other of American manufacture"' (New Jersey Mirror, 24 July 1856:3).

By around 1845, the Shreves had invested about $250,000 in the mills and village, which they named Shreveville. The factories employed more than 200 workers. The Shreves also owned and financed operation of the old gristmill, employing brothers Abraham and Jacob Claypole as millers. Although relatively little documentation regarding the Shreves' business survives, the

R.G. Dun & Co. credit reports[2] provide glimpses into the business and its eventual decline. In 1846, the Shreves were described as "heavy capitalists, large extensive business in the manufacturing line, wealthy men" (R.G. Dun & Co. Credit Report Volumes, Harvard Business School, Baker Library, Boston, Massachusetts [RGD&Co] 1846: Vol. 6:98). Five years later, the credit report indicated that "J.L. & S. Shreve are rich men, shrewd, prudent, successful & managing in business, large capital & unquestionably good" (RGD&Co 1851: Vol. 6:98).

Yet, despite the prudence and management skills of its owners, the Shreves' textile mills faltered in the years that followed, victims of a recession in the nation's textile industry in the 1850s. In March 1854, the Shreves began mortgaging their property, with the largest loan of just over $48,012 from their brother Benjamin Shreve of Medford. The following month, R.G. Dun & Co. received a telegram indicating that the business had failed. According to the report:

> Their works are still running but they have notified their principal creditors that they cannot pay. What course they will pursue is not known As yet there are no judges vs them (RGD&Co 1854: Vol. 6:98).

In April 1855, the mills were reportedly "not doing business," but by November they were reportedly "on their feet again… the general opinion is that they will fully recover" (RGD&Co 1855: Vol. 6:98). The R.G. Dun & Co. reports further stated:

> And the whole property was sold subject to mortgages upon it and was purchased by a brother named Benjamin Shreve…Since that time J.L. and S. Shreve have continued to reside there and to the casual observer seem to have the same control & authority over the whole business which they had before their failure but business I understand is conducted in the name of Benjamin J. Shreve, a son of S. Shreve…quite a young man from what I have heard (RGD&Co 1854: Vol. 6:98).

The degree to which production recovered is unclear, but it was presumably short-lived; this entry in the R.G. Dun credit records was the last related to the mills in Shreveville. Samuel Shreve died in July 1856, and shortly after the property was offered at public sale. At that time, a plan of the Shreves' 50-acre property was prepared (attached). The drawing provides a detailed snapshot of the village just prior to the mills' closure and abandonment. The cotton mills and associated industrial activities were concentrated on the south side of the creek, while the dwellings, store, and support structures were located on the north. The worker housing included 20 buildings arranged along three streets extending in an east-west direction across the northern end of the property, as well as 3 additional dwellings near the creek. The buildings varied in size and layout: three-story brick duplexes lined the northernmost street, while the remainder were a mix of duplexes, single-family homes, and larger buildings containing four housing units each.

The Shreves' mansion was located to the east, on the "Road to Mount Holly" (present-day Smithville Road). The two-and-one-half-story brick building is a striking example of the Greek Revival style as applied to a nineteenth-century Burlington County brick house. Its architect/builder is unknown, but its distinguishing features include rigid symmetry, low-pitched roof with widow's walk, frieze-band windows with Greek key details, and partial-width porches with Doric columns. The building's east elevation, which fronted the road, imparted a temple-like appearance through the use of colossal brick pilasters. The mansion's grounds included a "fruit garden" and several outbuildings on the building's north side.

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[2] The R.G. Dun & Co., predecessor of Dun & Bradstreet, maintained credit records on industries throughout the nation from 1841 through the 1890s; their reports are preserved at the Baker Library of the Harvard Business School. The report entries employ shorthand and extensive use of abbreviations. For clarity, most abbreviations contained in the credit reports have been spelled out in the quotations used herein, except where the meaning is evident. The records are not for publication or reprinting.

The village included both a school, located on Smithville Road north of the mansion complex, and a store. The latter was located near the old gristmill, which continued to operate throughout the Shreves' ownership of the property. An assortment of structures designed to support the village population, including a slaughterhouse and smokehouse, were situated in the vicinity of the store and gristmill.

South of the creek, two industrial complexes sprawled across the landscape. An office was located near the road in the northern complex, which included two, four-story brick factory buildings and an attached structure containing the engines and boilers, as well as a turning mill, sawmill, and blacksmith shop. Farther south was the calico printing complex. This, too, was a multi-component complex with a bl[illegible] and wash house, printing rooms, and two dry houses among the primary features.

The 1856 public sale attracted [illegible] buy[illegible]rs, an[illegible] the following year Jonathan Shreve passed away. With both brothers dead, the property went into foreclosure, and in [illegible] it was offered at a sheriff's sale. A contemporary newspaper editorial condemning American trade policy reported on the declin[illegible] manufacturing at Shreveville:

> There is to be an immense sale o[illegible] pro[illegible]ert[illegible] by the Sheriff of Burlington Co., N.J. … All the extensive mills, factories, printworks, and the wh[illegible]le villag[illegible] Shreveville…are to be sold under foreclosure. There is an elegant mansion and twenty dwelling-hous[illegible], besi[illegible]e the water-power of the Rancocas, and in fact a group of improvements on which an immense am[illegible]unt o[illegible] money has been expended… But though for many years [the owners] have manufactured about the best a[illegible]rticle of [illegible]ool cotton ever made in this country, yet they had to struggle on under all the disadvantages of [illegible]ompe[illegible]titi[illegible] with British capitalists, who, under the benign influence of free trade, drove our own manufacturers [illegible]o the w[illegible]all. The once flourishing village around these extensive works became silent and idle under the c[illegible]rushing l[illegible]ash, and now, when manufacturing in so many other places is stagnant, it is absolutely desolate (New Yo[illegible] Daily [illegible]ribune, 29 September 1858).

Benjamin Shreve, the brother of Samuel and Jonathan, purchased Sh[illegible]revi[illegible]le at th[illegible] sheriff's sale in 1858. Although the village was reportedly abandoned and virtually forgotten until after the Civil W[illegible], th[illegible]re some indication that the cotton mills may have been leased to James Tread, a manufacturer of cotton yarns, around [illegible]860. No [illegible]ional information about Tread or the business was located during the course of research to confirm or deny this as[illegible]ciation. Shreve did continue to lease the gristmill at least to 1860; in that year, the *Trenton State Gazette* reported that the "g[illegible]st-mill [illegible] Shreveville…was destroyed by fire, on Thursday night… The loss is estimated at $6000 to $7000" (Daily State Gazette [illegible]d Republican [DSG&R] 25 May 1860). Jacob Claypole and Edward Githens were the millers at the time. The gristmill, which was described as "in ruins" after the fire, was apparently rebuilt, as the gristmill was again destroyed by fire in 1863 (Bolger 1980b:234; DSG&R 25 May 1860).

Hezekiah B. Smith, Industrialist & Inventor

In December 1865, Hezekiah Bradley Smith (1816-1887) purchased the abandoned industrial complex and village at Shreveville. A Vermont native, Smith apprenticed as a carpenter and spent a number of years at the family home near Bridgewater running a carpentry shop before moving to Manchester, New Hampshire in 1846. He took with him his new bride, Eveline. The Smiths' first child, Ella, was born in the same year, but an outbreak of Scarlet Fever in Manchester in 1847 led Eveline to take their child and return to her parents' home in Vermont. The Smiths would have three more children over the next seven years but maintained separate residences throughout their marriage.

In Manchester, Smith acquired experience in a machine shop, founding his own business in 1847. He set about designing woodworking machinery, acquiring his first patent in 1849. His innovations included the use of iron for the entire machine, which resulted in a more stable design than the wood-frame machines that had preceded them (Vintage Machinery 2014). After setting up shop for a time in Boston to sell his patented machinery, Smith moved in 1851 to Lowell, Massachusetts,

where he continued to work on new designs. He applied for and received nine additional patents for woodworking machinery between 1854 and 1866 (Vintage Machinery 2014).

When he purchased the abandoned village of Shreveville in 1865, Smith intended to relocate his business from Lowell. The appeal of the Burlington County site stemmed from its proximity to the markets of Philadelphia and New York, which had been made more accessible by the completion of a rail line through the area in 1861. But the impetus for the move came in large part from his desire to remove himself further from his wife and children in Vermont. This latter rationale provided one of the more colorful aspects of Smith's story, as he brought with him to New Jersey his second wife, Agnes Gilkerson, whom he had married without benefit of a divorce from the first Mrs. Smith.

Agnes Gilkerson Smith

Gilkerson was a millhand working in Lowell when she met H.B. Smith. Born in Barnet, Vermont, in 1838, Gilkerson was among the thousands of young women who migrated from their family farms to work in the textile factories of Lowell during the early to mid-nineteenth century. Lowell's appeal to unmarried farm girls stemmed from the opportunity to gain independence from their families through work in the mills, earning their own income and experiencing the amenities of urban life. They typically migrated to Lowell as part of larger kinship networks, and most returned home within a few years (Dublin 1979:40-41).

Although the identity of the women forming Gilkerson's kinship network is unknown, she reportedly met Smith through mutual acquaintances soon after arriving in Lowell at age 16. After a brief stint working in the mills, Gilkerson went to work for Smith as a secretary in his machine shop, her responsibilities including the preparation of advertisements and mailings to customers. Within a few years, she had returned to school in Lowell, likely with Smith's financial backing.

Upon graduation in 1858, Gilkerson moved to Philadelphia to attend the Female Medical University. The University had been founded five years earlier by Dr. Joseph S. Longshore with the support of Lucretia Mott, Horace Mann, and other prominent social reformers. Unlike many medical schools of its era, the University accepted both male and female students (Haller 2005:140-141). Gilkerson stayed with John P. Kelley, who ran Smith's Philadelphia office, while in school. She graduated in 1861 with a Doctor of Medicine degree, majoring in Chemistry.

Gilkerson returned to Lowell after graduation. She and Smith shared an apartment, and she practiced medicine while he ran his machine shop. The 1865 Massachusetts census recorded their household as comprised of an unmarried 48-year-old machinist and a single 26-year-old housekeeper (Massachusetts State Census 1865). The entry is noteworthy, as Smith still had a wife and four children in Vermont. It is unclear why Gilkerson's occupation was reported as a housekeeper rather than doctor, although it may have been an effort to conceal the inappropriate relationship.

Industry and Invention at Smithville

When H.B. Smith and Agnes Gilkerson arrived in New Jersey in 1865, they presented themselves as a married couple. The village of Shreveville had been abandoned for nearly a decade when the Smiths acquired the property; not surprisingly, its factories, houses, and related buildings were in a deteriorated condition. Changing the name to Smithville, they set out to convert the old cotton mills to produce Smith's woodworking machinery. The Smiths and many of their workers resided in the mansion house while the factory buildings were rehabilitated for their new use and the water works were renovated. The latter included an expansion of the mill pond, resulting in the inundation of the lower part of the Shreves' factory complex.

In 1881, Philadelphia mapmaker Ernest Hexamer completed a survey of the factory complex. The survey (attached) provides a detailed illustration of the complex as it appeared more than 15 years after the Smiths' purchase. The largest buildings were the two, three-story machine shops at the western edge of the site. These were adaptations of brick factory buildings from the Shreve period. The office at the north end of the complex had been expanded considerably by 1881, and new construction along the eastern part of the site included an iron foundry and moulding room, as well as numerous structures for storing and cleaning castings. Additional store rooms were located south of the machine shops, and one-story lumber sheds were situated at the far southern end of the site and east of the Rancocas Creek.

A newspaper account published around the same time described the industrial plant:

> [Smith's] establishment consists of a four-story machine shop, with facilities to employ upwards of 150 men; a very large pattern shop, to accommodate 20 or 30 hands; a foundry for 40 or 50 more, and a blacksmith shop with five fires, with two men to each, and the building with offices, post office, and newspaper office, the whole forming a square of 200 feet, with a courtyard in the middle. There are at present about 125 men employees in the works (quoted in Boyer 1980b:137).

Smith's woodworking machinery remained in high demand in the decades following the business's relocation from Lowell to Smithville. The earliest R.G. Dun & Company credit report for the Burlington County plant, dated August 1868, indicates that Smith "owns considerable real estate, credit good, doing large business" (RGD&Co 1868:201). Four years later, the report noted that Smith "is making money fast and said to be worth at least $100,000" (RGD&Co 1872:201). By 1877, his personal wealth was about $300,000; in today's dollars, $6,890,000 (Measuring Worth 2014).

In the first few years at Smithville, Smith's efforts focused on producing the machinery for which he already held patents rather than inventing new machinery. By the early 1870s, however, his attention had returned to developing new ideas for woodworking machinery. In 1871, Smith exhibited six woodworking machines at the American Institute of the City of New York, receiving a first premium, second premium, and four honorable mentions (American Institute 1871:44-45). He also exhibited at the Centennial Exhibition in Philadelphia in 1876. Smith received his first patent at Smithville in 1873, and numerous new patents were awarded in the decades that followed (Barth 2013:176-177; Vintage Machinery 2014). Although early patents bear H.B. Smith's name, later improvements were credited to Smith's staff, including John Saltar, Jr., Joseph J. White, William S. Kelley, and James L. Perry.

This collected group of individuals formed a sort of "invention factory" in Smithville from circa 1875 to 1910. During that period, more than 20 patents were awarded to Smith and his staff. Although certainly not comparable in size, scale or influence with the invention factory of Thomas Edison at Menlo Park, Smith's innovations nevertheless place him within a class of "independent inventors" who "customarily worked with a few assistants, mostly craftsmen, and in small laboratories or workshops that they designed and owned" (Hughes 1989:21). These inventors were also entrepreneurs, establishing companies to produce and market their inventions (Hughes 1989:22). Contemporary New Jersey inventors whose careers mirrored that of H.B. Smith included Oberlin Smith of Bridgeton, whose company Ferracute manufactured presses and dies (Cox and Malim 1985).

John Saltar, Jr., was among the first engineers that Smith brought to work in Smithville. Born in Illinois, Saltar earned his civil engineering degree from Rensselaer Polytechnic Institute in 1867. He came to Smithville in 1874 as a designing engineer and remained for five years. During that time, he collaborated with Smith on a design for a rod and dowel lathe (Patent No. 189,510) and received a patent for an "improvement in loose pulleys" (Patent No. 202,667). Saltar later returned to the Midwest, where he worked to develop the gas engine (Powell et al. 1906:793-794; Vintage Machinery 2014).

Perhaps the most prolific of Smith's assistants during his lifetime was Joseph J. White. A Burlington County native, White is best known as a cranberry grower associated with Whitesbog, New Jersey. His interest in mechanical engineering led him to Smithville in 1875, where he earned seven patents for diverse inventions. These included a chain making machine, belt shifting pulley, and two hoists. White became a general manager of the plant in 1878 and was an officer in the H.B. Smith Machine Company after its incorporation in 1878 (Vintage Machinery 2014; Whitesbog Preservation Trust 2014).

Another noteworthy associate of Smith's was William S. Kelley, who became vice-president of the company after its incorporation and was largely responsible for the firm's day-to-day operations. Kelley came to Smithville with experience in the manufacturing of woodworking machinery, having worked for a competitor, the J.A. Fay Company of Cincinnati. Despite his background, however, Kelley's six patents for the H.B. Smith Machine Company were all related to the bicycle (Vintage Machinery 2014). The company expanded its production into new arenas following its incorporation in 1878, and the "Star" bicycle was among its first and most important new products. Designed by George W. Pressey of Hammonton, the Star featured a smaller wheel in front of rather than behind the larger one, thus lending the structure greater stability. The bicycle also employed a treadle drive mechanism rather than a crank drive. The product was a successful one for the company and led to further research and development into bicycle transportation, including a steam-powered bicycle and a kerosene-burning tricycle, although the Star was by far the most successful product.

Although the Star bicycle met with success, woodworking machinery remained central to the company's production and development efforts. In 1883, the H.B. Smith Machine Company was reportedly the "most extensive manufactory of wood-working machinery in the United States" (Woodward 1883:313). Even after Smith's death in 1887, the company continued to attract innovative mechanics and engineers. James Lyman Perry was one such inventor. In 1877, Perry had received his first patent for a drum sander, and he operated several companies of his own before arriving in Smithville in 1898. There, he was granted a patent for the first endless-bed triple drum sander, a product that would become a mainstay for the H.B. Smith Machine Company (Vintage Machinery 2014; Wood Craft 1911:88).

Building a Model Industrial Village

Smith's ability to attract and keep skilled, inventive mechanics and engineers in his employ was due in part to the model industrial community he created at Smithville. His vision was shared by his wife Agnes, and together they built a self-sufficient village that provided not only quality housing but also social, leisure, and recreational activities for employees and their families. As described by Bolger: "[Smithville] was neither a utopian experiment nor an exploitative 'company town.' It was based on rather simple nondogmatic principles of the proprietor's responsibility and fairness toward his employees" (Bolger 1980a:77).

No plans outlining the Smiths' vision for the village survive, if in fact any ever existed. The couple's years of residence in Lowell undoubtedly influenced their vision, however. The companies that developed Lowell provided extensive housing, both in the form of boardinghouses for single workers and houses for married operatives (Dublin 1979:75). Although the Smiths were resident in Lowell during a period of transition in the city's industrial history, when immigrant labor began to replace native workers in the textile factories, the early company housing system was still prevalent (Dublin 1979:6-7). Of course, Lowell was hardly the lone example of a paternalistic company town, as evinced in the existing village of Shreveville; however, it likely served as a primary influence on the Smiths, given their firsthand experience residing in the town.

After spending the first few years establishing the business, the Smiths began to work on the infrastructure of the community itself. The brick houses from the Shreve period were retained, and construction of 10 new frame houses on Park Avenue fronting the creek began in 1869. Most of the two-story residences were duplexes, with either five or nine rooms each. Mechanics House, a four-story, mixed-use building containing retail spaces on the first floor and about 30 rooms for boarders

in the upper floors, was also constructed at this time. By 1870, the existing village housing could accommodate about 250 people.

Several community buildings were also erected around this time. At the northeast corner of the mansion grounds, a brick schoolhouse was built for village children, replacing the earlier school built by the Shreves. According to Bolger, it was "the first major public meeting house in the village and was most notably used by the Smithville Lyceum" (Bolger 1980b:113). The Lyceum was a popular social organization that featured debates as well as other educational programs and entertainment. A gazebo in the park by the creek provided another entertainment venue during the 1870s, playing host to summer concerts by the village's 20-piece brass band. In 1875, an addition to Mechanics House was completed to provide the band an indoor auditorium. The Opera House offered a variety of shows and concerts for employees.

Also during this period, a Methodist church was built south of the millpond. The first Methodist meetings had been held in the old Shreveville schoolhouse in 1837, but the congregation struggled with the demise of the Shreves' cotton mills and subsequent loss of the village population. The church experienced a revival with the opening of Smith's machine works, however, and in 1877 the existing building was erected. Although the Smiths' involvement is undocumented, it seems likely that they contributed toward its construction (Woodward 1883:315).

Another major component of the Smiths' vision for Smithville was a farm to provide essential foodstuffs to the community. During the 1870s, Smith acquired some 300 acres of property around the village and incorporated it into a single farming operation. The farm was one of the largest in Burlington County and produced a variety of meats, vegetables, and dairy products for use in the village. In 1878, Smith began construction of workers' quarters, a three-story grain house, equipment sheds, a 400-foot frame barn, a large brick stable, a three-story brick grain mill, and an observation tower" across the street from the mansion (Bolger 1980b:140). The design of the structures was unusual: the walls were constructed of brick, and iron posts supported the roofs, which were assembled from 3-foot wide cast iron plates.

A contemporary view of the farm and village is shown in the accompanying figure. A reporter for the *True American* described Smithville in 1877:

> [The Smiths'] private residence, which is near the works, is a commodious and handsomely-furnished house, lighted by gas made on the place, with a billiard and card room, with grounds enclosed with a six-foot brick wall, marbleized in and out, and topped with gilded spears... Mr. Smith owns a farm of about 450 acres, most of which is highly cultivated, and employs six farmers, each occupying a separate house... [T]here are on and about the place, 50 other houses which are occupied by Mr. Smith's employees at a moderate rent. There is also a large boarding hall... which has two large halls, one 60 feet square... used as a theatre or ball room; the other... occupied by a brass band of 20 pieces, to rehearse in, also for general entertainments.
>
> [Mr. Smith] is, indeed, owning lands as he does, all around him, to the area of about a mile, including the Smithville depot, post office and Methodist chapel, '*master of all he surveys,*' and what may be termed one of the wealthiest men in the State (quoted in Bolger 1980b:137-38).

A decade later, a reporter for the *Trenton Evening Times* noted:

> Great factories, whose red brick walls are dark with the smoke from the furnaces which glow within, winding roadways which lead past the homes of the operatives, a tortuous creek, reflecting from its calm, clear surface the stately, solemn pines on the banks, the great mansion of the owner of the town situated like a feudal castle with its clustering dependencies – such is Smithville in this year of grace, '87 (Soames 1887).

Labor at Smithville

The Smiths' vision of a model industrial town extended beyond the physical environment, however, and company employees benefited from the Smiths' progressive labor practices. The company offered a 64-hour work week, which was good for its time, and the factories were closed after 5:00 p.m. and on Sundays, providing family time for workers. Wages were competitive, and housing, food, and other necessities were offered at cost to employees. Furthermore, the company employed no women or children under the age of 14.

H.B. Smith considered himself part of the brotherhood of mechanics who worked in his factories and lived in his village. He spoke with eloquence of the importance of these workers to the progress of America:

> Now what has the mechanic done? We can scarcely turn our eyes without seeing something that he has done for the benefit of mankind, but when we stop and look at his great inventions, the telegraph, the steam engine, the sewing machine, the reaping and mowing machines, the telescope, the microscope, the printing press, wood working machinery... and the thousand and one productions of his fertile brain, it seems to me fellow mechanics, that we have no call to feel inferior to professional men (quoted in Bolger 1980b:129).

An extension of the value Smith placed on the mechanics' trade was an apprenticeship program in the factories, which provided education and opportunity to youth within the community and beyond. Although skilled craftsmen like machinists had long utilized apprenticeships to pass along their knowledge, the industrial revolution had changed the system from one of unpaid servitude to a single master to one of low-wage compensation for training in a factory. Nevertheless, the machinist apprenticeships were highly sought after, as the training ensured work in a field with high demand (Rorabaugh 1986:140-141).

Federal census records provide a window into the apprenticeship program at Smithville. In the 1870 census, 16 male residents reported their occupation as "apprentice to machinist." Most were 16 to 20 years old, although the group included individuals as young as 14 and as old as 25. The apprentices were overwhelmingly native-born, with over half from New Jersey and only three born overseas. None were the children of company employees, however. This fact, surprising at first glance, can be explained by the youthful makeup of the village population at the time. In 1870, the average age of men in occupations clearly associated with the machine works (e.g. "machinist," "moulder in iron foundry") was 29.6 years old; only 5 of the men were over the age of 40 and therefore likely to be the parent of a teenager. The company's oldest resident machinist, 54-year-old Aaron N. Whitney, had 2 sons employed in the factory, suggesting that the children of employees were welcomed into the company when they came of age (United States Bureau of the Census [US Census] 1870). The data in the 1880 census supports this theory, as a number of households reported both fathers and sons employed in the works (US Census 1880).

Interestingly, none of the young men who reported their occupation as "apprentice" in the 1870 census were living in Smithville a decade later. After completing their training, they had all moved on to jobs elsewhere by 1880. Nevertheless, the training of young men as machinists continued at Smithville, at least through H.B. Smith's lifetime. The extent of the program is more difficult to quantify in later years because census data does not include the designation "apprentice" for occupations; however, an analysis of the data from 1880 indicates that 33 young men between the ages of 15 and 20 – i.e., the same age as

those designated as "apprentice" in the earlier census – were then employed in the factory as machinists, molders, and other similar occupations. Nearly twice as many men age 21 and older were employed at the same time, with an average age of 32.3 years. The total number of men over the age of 40 had increased substantially by 1880, to 13 (US Census 1880).

This data is consistent with that contained in the 1884 report of the New Jersey Bureau of Statistics of Labor and Industries. The report provides a glimpse into the Smithville labor force at the time, which numbered 268 workers, only 8 of whom were women. Machinists were by far the largest group, with 140 men thus employed, compared to 40 core makers and moulders. Weekly wages for both groups ranged from $12 to $15 per week. Both groups also employed apprentices: 20 were machinists, and 10 were moulders. Smith's apprenticeship program was among the largest in the state in any industry, comprising more than 11% of the company workforce (New Jersey Bureau of Statistics of Labor and Industries 1885).

Smith's confidence in his employees was evident in the incorporation of the H.B. Smith Machine Company in 1878. Smith remained the primary stockholder and controlled most aspects of the business during his lifetime, but he divested stock to company men like Joseph J. White and William S. Kelley, both inventors at Smithville; Bradford W. Storey, longtime employee and shop superintendent; Charles Chickering, company secretary; and George A. Lippincott, the head master mechanic. The promotion of these men to shareholders demonstrated Smith's belief in their abilities to manage the business after his death.

Perhaps the clearest indication of the Smiths' interest and commitment to their skilled workers was contained in H.B.'s will. Prior to her death from cancer in 1881, Agnes encouraged H.B. to leave his estate for the betterment of future generations. Both H.B. and Agnes had been inspired by the work of Alexander Stephens, who shared his interest in educating young men during a visit to Smithville in 1879. With that in mind, H.B. determined to establish a school for young mechanics, combining a classroom and machine shop education, on his estate after his death. This decision fit with a national trend during the late nineteenth century of replacing apprenticeship programs with formal schooling (Jacoby 1991:892-893). Although his vision was never realized, it serves as further proof of the Smiths' interest in creating an ideal workers' community.

Agnes Smith, Doctor and Editor

By all accounts, Agnes Smith wielded significant influence over her much older husband. Excerpts from witness testimony during the litigation of H.B.'s estate following his death attest to the beauty, intelligence and social graces of the second Mrs. Smith:

> One witness describes her as she appeared to him in 1878, in this language: "She was one of the most elegant entertainers and the finest hostess I have ever met in my life; a lady of great ability; a fine conversationalist; a well disposed looking lady; as fascinating a woman as I almost ever came in contact with." And another witness says: "She was a woman I would consider decidedly intellectual above the average, very brilliant in conversation, quite spicy, and altogether a very fine looking and fascinating lady" (Atlantic Reporter 1893:13).

Undoubtedly, her life experience and education set her apart, from other women of her era and particularly from the other women who occupied Smithville village. It is unknown to what extent she practiced medicine; census records did not report her occupation as doctor but as "keeping house" (US Census 1870, 1880). The absence of other doctors in the community suggests the strong likelihood that she tended to the ill and injured in Smithville. She also put her expertise in chemistry to use in developing medicinal products, including "Madam Smith's Celebrated Hair Restorer and Beautifier." These products reportedly provided her with a considerable income.

Always opinionated, Agnes Smith attended meetings of the Smithville Lyceum with her husband and contributed to the *New Jersey Mechanic*, a weekly journal published in Smithville beginning in 1870. The paper offered news and information of interest

to woodworkers both in the village and across the nation. Agnes was actively involved in the publication, writing articles on topics ranging from contemporary labor issues to medical advice for women. The Smiths initially hired an editor to publish the paper, but he was replaced by Agnes in July 1872 after the two clashed regarding labor issues. Although female journalists, and even editors, were not unknown in postbellum America, they were certainly uncommon. Agnes's work was appreciated by at least one contemporary publication, *The Manufacturer and Builder*, which noted that the *Mechanic* was "devoted to mechanics, science, and general literature, and is very ably edited by Mrs. A.M. Smith. It is a highly useful publication, and contains a great variety of instructive matter" (The Manufacturer and Builder 1879).

H.B. Smith, Politician

The late 1870s were a time of pe and prosperity for the Smiths. The company continued to thrive despite a nationwide economic downturn, and in 18 , Sm h wa reportedly "doing a large and flourishing business" (RGD&Co 1874:201). With the village development nearing com etion, Agnes focused her energies on medicinal products and the *New Jersey Mechanic*, while H.B. centered his activities on t e bus ss nd his political aspirations. In 1876, he made his first bid for public office, as the Democratic candidate for United St es Con ress. He fell 530 votes short in the election but ran again two years later as the candidate of both the Democratic a d Gr nb parties, this time with success. The celebration was short-lived, however, as stories of Smith's two marriages emerg in the press in the weeks that followed. The scandal attracted national, and even international, attention. Smith's reactio was mplete denial of ever having been married to his first wife Eveline, and the furor eventually blew over. The Smiths mov to Was ngton in 1879.

Smith served only one term in Congress, losing his reele tion id in 1880. His brief tenure was unremarkable, although "he was true to his goal of being a representative who address those es for which experience had qualified him and who remained above any improper influence" (Bolger 1980b:146). O of th e "issues for which experience had qualified him" was protecting the interests of American inventors. In 1880, he advoca d on the House floor for appropriations to publish U.S. Patent Office records. According to Smith:

> By this mean policy of obliging inventors to grope in the dark th cou perhaps loses both inventions and inventors. What our inventors want and should have is a condens d desc ptio of very patent ever issued. There should be enough of these published to allow every inventor to h e acce to them (quoted in Bolger 1980b:148).

In 1882, Smith would again find himself candidate for public office, this time, the New Jersey Senate. He served one term but did not run for reelection.

The H.B. Smith Company and the Star Bicycle

As noted previously, the H.B. Smith Machine Company diversified production after its incorporation in 1878, with the Star bicycle its most important new product. The 1870s and 1880s were the heyday of the high-wheel bicycle, or "ordinary," in America. The ordinary was popular with wealthy young men, who formed clubs and raced their bicycles; its high-wheel design virtually prohibited its use by unathletic men and by women constrained by contemporary dress codes. Riding the ordinary carried with it an element of danger, as accidents typically resulted in a headfirst fall over the front wheel (Wilson 2004:17-22).

The design of the Star bicycle attempted to address the issue of headfirst accidents by moving the small wheel in front and giving it the steering function. The Star also differed from the ordinary in its use of a treadle drive mechanism rather than a crank drive (Wilson 2004:22). The bicycle was invented by George Pressey of Hammonton, who first demonstrated his prototype to representatives of the H.B. Smith Machine Company at Smithville in 1880. The same year, the parties contracted to a manufacturing agreement, and Pressey moved to Smithville to refine the bicycle's design for production.

Pressey completed his design in 1881, but he frequently clashed with the company over subsequent modifications and improvements as it moved into production. His original design met with limited success; however, a modified version developed by William Kelley, patented in 1885, was a great improvement over the original and achieved popularity among riders (Hadland and Lessing 2014:34). During the 12-month period beginning in September 1882, the company produced 38 Star bicycles; the number increased to 237 over the following year (Gabriele 2011:34-35). Pressey would later sue the H.B. Smith Machine Company for royalties on the Star bicycle (New York Times 4 June 1887).

The H.B. Smith Machine Company continued to experiment with the designs during the late nineteenth century in an effort to address the safety issues of contemporary bicycles. One approach tried by many manufacturers, including Smith, was adding a third wheel to improve stability. It also had the added advantage of making the vehicle accessible to women and less athletic men (Wilson 2004:20-21). In 1887 and 1888, the H.B. Smith Machine Company offered tricycles in their product line. A Smith tricycle, as well as a Star and a Pony Star (a smaller version of the Star), are preserved in the Smithsonian Institution's National Museum of American History in Washington (Smithsonian Institution 2014).

Bolger indicates that the decline of the Star bicycle's popularity began around 1886 due in large part to the emergence of the modern safety bicycle. Kelley worked on a safety bicycle design, which was produced by the company, but never with the success of the Star. Nevertheless, newspaper and journal advertisements and notices suggest that bicycle development and production continued at least through the 1890s. A notice published in *The Iron Age* in December 1892 indicated that the company:

> make[s] only high-grade wheels and sell[s] them largely through agencies, while at the same time they have direct trade with riders who have machines made to order sometimes embodying little conveniences of their own. Their line of wheels for 1893 include the Rover Star with hollow frame and pneumatic tire, the new Diamond Frame Lever Safety, in two styles, the Special Pony Star, and the Lady's Lever Bicycle with cushion tires (*The Iron Age* 1892).

The H.B. Smith Machine Company also manufactured bicycles for other designers. In 1897 it began production of chainless bicycles for the Howard Chainless Cycle Company of Newark. Incorporated two years earlier, the Howard company's Newark plant reportedly could not meet the demand for its products (Trenton Evening Times, 30 December 1897). The Smith company continued to produce Howard chainless bikes through at least February 1898 (*The Age of Steel* 1898b).

During the same period, the company continued to manufacture woodworking machinery, but its creative energies were focused on vehicles: bicycles, tricycles, and even a flying machine. Perhaps of greatest interest was a steam-powered tricycle. H.B. Smith was directly involved in its development, which began in 1886, although it is not clear how much of the design was his own. The patent for the vehicle was not awarded until after H.B.'s death in 1887, however, and it was never manufactured by the company. A reporter for the *Trenton Evening Times* described the H.B. Smith Machine Company during this period:

> Smithville and bicycle have come to be synonymous terms. Here in the great factories are made the "Star" pattern of "machine," those steel horses, which with their riders will spin o'er beaten highways, cut their course through sandy roads, or drive their impetuous advance along stony streets....[Y]our correspondent "toured" the establishment. In one shop were the great steel rims; there the long strands of rubber for tires. At benches sat men who fastened spokes into the hub, whilst others made the complicated axles. There were, too, the great polishing machines and a room where electro-plating with dynamos was done. Then, again, in another portion of the works wood-planing machines and apparatus for casting iron and queer inventions for locomotion were to be seen. Altogether Smithville is a machinists' paradise (Soames 1887).

H.B. Smith's Final Years

While the Star bicycle was still in its earliest stage of development, Agnes Smith died of cancer in January 1881 at the age of 42. H.B., then 64 years old and near the end of his first and only term in Congress, was devastated by her death. The loss of Agnes's influence and the changing production focus of the company played out upon the landscape of Smithville in the years that followed. The farmland, which had been operated by the company from the time of its acquisition, was now leased to individual farmers, and the gristmill on the property was closed. As interpreted by Bolger, these acts indicated "the abandonment of the full industrial-agricultural plan that had been developed" to that point in the village (Bolger 1980b:156). Other changes included the installation of a billiards room and tobacco shop in Mechanics Hall in a meeting room formerly used by various community improvement organizations.

Smith also embarked on a period of construction at the mansion after Agnes's death. Beginning in 1881, he oversaw construction of additions between the old ice house/root cellar building and the barn on the northern limit of the property. These additions included a new billiard building with vaulted ceiling, bar, card room, and bowling alley. Often referred to as the casino or political annex, the rooms were used by Smith to entertain his political allies. During this period he also assembled a zoo on his property and built a conservatory on the southern side of the gardener's house. As with the construction at the farm complex, Smith designed the additions himself, and the construction incorporated 12-inch thick brick walls and iron roofing components.

In 1883, the village remained a model company town.

> [T]he Smithville of to-day knows only peace and prosperity. Its population sober, law-abiding, and industrious, it has its numerous, most comfortable, and attractive homes. Its extensive boarding-house, its store, its public hall, its library and reading-room, its fine building and grading school, and its one church edifice (Methodist), all is the outgrowth of its large manufacturing interests, giving proof, too, of vast energy with its crown of success (Woodward 1883:313).

Shortly after, Smith completed the last of his construction projects in the Smithville area. In 1886 he oversaw construction of new housing in the lower part of the village, south of the creek along Forest Avenue. The dwellings were two-and-one-half-story, frame double houses, traditional in design. The zoo area was also extended around this time.

Smithville under the H.B. Smith Machine Company

H.B. Smith died at home in 1887. In his will, Smith left his estate in trust "to be used in establishing and constructing a school for apprentices and young mechanics." Smith's first wife and children contested the will, however, miring his estate in the court system for a decade. In the meantime, a board of trustees continued to operate the H.B. Smith Machine Company and manage the village property.

It was during this era that the Mount Holly and Smithville Bicycle Railway Company constructed a bicycle railway to link Smithville with Mount Holly, where a growing number of the Smith Machine Company's employees lived. Invented by Arthur E. Hotchkiss, the bicycle railway was conceived to transport riders at speeds up to 18 miles per hour. The railway had an upper rail, upon which the rider sat between two wheels, and a lower rail, where a third wheel provided balance. The bicycle was propelled forward by the rider pumping the pedals up and down, rather than in a rotary motion. Both one- and two-seat models were developed. Novel in concept, the railway had practical limitations that ultimately led to its demise: riders traveling at different speeds could not easily be accommodated, and a second rail was needed to permit transportation in both directions. The railway opened in 1892 and operated until 1898. Although bicycle railways were also constructed in Atlantic City, Ocean City, and Gloucester, these were intended for entertainment rather than transportation between two

points. Similarly, two circular tracks were built at the Pleasure Beach amusement park in Great Yarmouth, England, in 1895; these were the longest-lived of the railways, operating until 1909 (EDP24 2009).

The company's focus turned back toward its roots around the turn of the twentieth century as the enthusiasm for bicycle production waned. It exhibited woodworking machinery at the 1893 World's Columbian Exposition in Chicago along with its bicycles and its bicycle railway, including a variation in which the bicycle hung beneath the rail. A notice in *The Age of Steel* in 1898 indicated that this "venerable and important concern" was in the process of "remodeling its entire line of already standard tools" (*The Age of Steel* 1898a:24).

Captain Elton A. Smith

In 1897, the battle over H.B. Smith's will, between the trustees charged with founding a school for mechanics and Smith's first wife and children, was finally settled in favor of the family. His eldest son, Captain Elton A. Smith, settled with the other living heirs, assuming complete ownership of the estate. Born in 1848 in Vermont, Elton had worked for his father in his youth, first in Lowell and, later, in Smithville. His presence had been an unwelcome reminder to Agnes of H.B.'s first wife and children, however, and he was soon sent away. He settled in Savannah, Georgia, where he amassed a fortune of his own as part-owner of a stevedore business. Thus, Elton A. Smith was already a successful and experienced businessman when he assumed his father's role as the controlling shareholder in the H.B. Smith Machine Company. At the time, his holdings included homes in Woodstock, Vermont, and Savannah, Georgia; his stevedore business; one of the largest dairy farms in Vermont; and a rice plantation in Georgia.

By 1900, Smith and his family had relocated to Smithville, where they occupied the mansion. Captain Smith made improvements to the factory and machinery, and annual production increased. According to his obituary:

> Captain Smith...soon became the ruling spirit of the H.B. Smith Machine Co., infusing his energy into every department of the works. He immediately adopted the most advanced and progressive methods of manufacture, added greater skill to his force of experienced inventors and draughtsmen, increased his sales force, established branch stores and agencies, and by the very strength of his vigorous character forced greater results out of the enterprise (The St. Louis Lumberman 1917).

State industrial directories published during the early twentieth century indicate that the village population fluctuated during Elton Smith's era, from a high of 600 in 1906 to less than half that number in 1915 (New Jersey Bureau of Statistics [NJBS] 1901, 1906, 1909, 1912, 1915). Employment also fluctuated. In 1901, the company had 270 employees, but by 1906 the number had dropped to 175 men (NJBS 1901, 1906). A substantial increase followed, however, with the company reportedly employing 300 people in 1909 and 1912 (NJBS 1909, 1912). By 1915, the number of employees had dropped by more than half (NJBS 1915).

For the first time in nearly a decade, new patents were issued to inventors working for the H.B. Smith Machine Company under Captain Smith's leadership. James L. Perry, an inventor who had started several companies of his own prior to coming to Smithville, received two patents related to sandpapering machines in 1900. And the following year, William O. Vivarttas received three different patents related to woodworking machinery (Vintage Machinery 2014). Both Perry and Vivarttas were resident in the boarding house in Smithville in 1900 (US Census 1900).

Although Smith actively worked to improve the company's business, he made virtually no changes in the village, instead maintaining the property as designed and built by his father. He did, however, purchase additional agricultural land and establish a dairy farm on the existing farm property. During his ownership, two public construction projects occurred in

Smithville village. The first was a new school built by Eastampton Township to replace the brick building constructed by H.B. Smith, which "was used until the State condemned it because of inadequate lighting and ventilating facilities" (Burlington County Supervisors' Association 1943:71). Located just south of the millpond, near the houses on Forest Avenue, the two-room, frame schoolhouse was reportedly under construction in 1906 (NJBS 1906). The building was later enlarged to include a third classroom, c.1925 (New Jersey Department of Public Instruction 1923, 1928). In 1940, it was remodeled and the clapboard siding covered in brick veneer (Burlington County Supervisors' Association 1943:71-72).

The second construction project in the village was initiated by Burlington County. Prior to 1914, the bridge carrying Smithville Road over the North Branch of Rancocas Creek was a wooden structure with stone abutments. In March of that year, the Board of Freeholders approved an advertisement for bids for a concrete structure in Smithville (Mount Holly Herald [MHH] 7 March 1914). Two months later, the contract was awarded to the F.R. Long-W.G. Broadhurst Company of Hackensack (MHH 9 May 1914). The company and its predecessor, the F.R. Long Company, built numerous steel and concrete bridges in New Jersey during the early twentieth century. The Smithville Road Bridge was noteworthy due to its use of precast reinforced concrete piles driven to support the substructure of the bridge piers. It is the earliest example of this type of construction in the state (A.G. Lichtenstein & Associates 1994: 03E440). In 1919, the county added a concrete retaining wall extending along Smithville Road north of the bridge. The bridge was rehabilitated and its concrete members covered with gunite in 1949.

Smithville Since 1917

Captain Smith died in February 1917, and controlling interests in the H.B. Smith Machine Company passed to his sons Allen and Erle. Neither possessed the management skills nor shared the enthusiasm for the business of their father and grandfather. A leadership vacuum was created in the years that followed with the passing of longtime employees like Joseph J. White in 1924 and William S. Kelley in 1929, and both the company and the village of Smithville began a steady decline. The problems were exacerbated by the Great Depression of the 1930s. During the 1930s and early 1940s, the number of company employees dropped to around 50, marking a steep decline from the period of Captain Smith's presidency (NJBS 1931, 1938, 1941).

During the 1940s and 1950s, the family began selling off farmland and razing many of the notable buildings and structures. The Mechanics House was removed in 1948, and soon after the brick worker houses on Back Street and five of the dwellings on Forest Avenue were removed. Train service to Smithville ended during the early 1950s. In 1962, the mansion was sold, although Captain Smith's two surviving children, Verona and Hilda, remained in the village in one of the smaller houses on Park Avenue. The H.B. Smith Machine Company was disbanded in 1976, and a successor company continued to operate the factories through the 1980s.

In 1975, the Burlington County Board of Chosen Freeholders acquired the property for development as the County's first park. Soon after, noted preservation architect John M. Dickey prepared research and restoration recommendations for the mansion, worker housing, and industrial complex (Dickey 1978[?]). Today, the house is operated as a museum, and a Master Plan completed in 2006 guides the preservation and use of the remaining buildings.

Archaeology

Several archaeological surveys have been conducted within the Smithville Historic District (Hartwick 1996; Hunter Research, Inc. 2005, 2008, 2011; Richard Grubb & Associates, Inc. 2005). Only one of these, a study prepared in connection with the Smithville Dam restoration project in 1996, identified significant archaeological resources. A total of six sites related to early industrial activity on the Rancocas Creek, the Shreve cotton mills, and the H.B. Smith Machine Shop, were identified in the

archaeological survey. These sites were registered at the New Jersey State Museum as Site No. 28-BU-421. Each is summarized below.

Smithville Store and Outbuildings – In the 1830s, the Shreves constructed a store on the north side of the creek, west of the worker housing, to serve village residents (see 1856 plan). The two-story, frame building had a gable roof and clapboard siding and associated outbuildings. It was retained by H.B. Smith, and a general store operated at this location throughout the period of significance. Archaeological investigations identified structural remains of the Smithville store, including a three-foot high mortared stone wall and an interior concrete floor. Structural remains of one outbuilding west of the store were also identified. A variety of historic artifacts were found in a buried surface layer in the area of the outbuilding, including domestic ceramics, glass, tobacco pipes, and food bone. The ceramics predated the construction of the store, dating from the late eighteenth through the early nineteenth century (Hartwick 1996:63-64).

Additionally, a Native American prehistoric occupation site was indicated at the location of the store and outbuildings. According to the archaeological survey report:

> by the recovery of lithic debitage within the buried surface layer and thermally-fractured rock and a biface from underlying undisturbed subsoil. The possible presence of intact prehistoric features is also indicated y a possible hearth-related, charred ironstone feature within Excavation Unit 1. The black chert biface recovered from the subsoil is classified as a Fishtail, indicating a Terminal Archaic through Early Woodland cultural period occupation of this site (ca. 1000 B.C. – 1 A.C.) (Hartwick 1996:64).

Cotton Factory/Machine Shop Hydropower System – The water power system for the Shreves' cotton factory and, later, Smith's machine shops was identified through archaeological investigations. The Shreves' four-story brick factory was powered by two water wheels. These wheels were later replaced by turbines during Smith's conversion of the property to a machine works. Archaeological remains associated with the hydropower system included parts of the turbine pit, headrace, and tailrace. The turbine pit was defined by "several iron I-beams with mortared brick, a cut stone and brick footing, and a possible floor uncovered at approximately 6 feet below current ground surface" (Hartwick 1996:64). The headrace walls identified in the archaeological investigation included two, 5.5-foot high by 2-foot wide walls. The southeastern tailrace wall, which also served as the foundation of an extension to the brick machine shop completed in 1897, was partially exposed on the surface. Both the headrace and tailrace walls were constructed of large cut stone blocks, with timber planks and pilings serving as footings at approximately 8 feet below ground surface (Hartwick 1996:65).

Mill Dams – The original mill dam was constructed in 1781 by Jacob Parker. This early timber dam was rebuilt in 1832 by the Shreves to increase the amount of power available to their textile factories. It was later replaced in 1939-1941 by another timber dam located about 60 feet upstream of the original location. Archaeological investigations at the site of the former mill dams upright timbers visible in the bed of the creek on its southern side. A concrete wall, likely constructed to shore up the creek bank when the dam was removed, was also identified at this location. On the northern bank of the creek, the partial remains of two timber pilings, each measuring one-foot square, were exposed at approximately 5.5 feet below current ground surface.

Mount Holly and Smithville Bicycle Railway Embankment – In 1892, the Mount Holly and Smithville Bicycle Railway opened between its namesake towns. Extending for about two miles, the bicycle railway originated in Smithville from the sheds adjacent to the Smithville store. Its design incorporated a timber fence, which supported the steel rails on which the bicycles ran. Archaeological resources identified in 1996 between the Rancocas Creek and the store included an earthen embankment

with subsurface timber remains. The embankment was constructed of sand fill, with a height of four feet and a width of at least 14 feet. Several isolated horizontal timbers were identified as possible timber cribbing serving as a founding for the sand fill. A one-foot square timber post exposed during the archaeological investigations was interpreted as the remains of the fence supporting the bicycle rails.

Brick Well – A 7-foot diameter, brick-lined shaft feature was identified approximately 25 feet north of the Mount Holly and Smithville Bicycle Railway embankment. The depth of the feature was undetermined, as the current water table was encountered at 6.3 feet below ground surface. The interior fill contained a mixture of glass and whiteware ceramic sherds dating from the nineteenth and twentieth centuries. The date of construction was not determined due to the presence of modern artifacts in the fill; however, "the association of glass and whiteware ceramic sherds (dating from the 19th-20th century) within the upper feature fill, and the proximity of the feature to the Mount Holly and Smithville Bicycle Railway embankment, suggest that the well was related to the operation of the railway during the late nineteenth century" (Hardwick 1996:67).

Parker/Shreve Gristmill and Sawmill – The first mills were established at this location in 1776 by Jacob Parker. The original gristmill was destroyed by fire in 1816 and rebuilt soon after. Both the gristmill and the sawmill continued in use through the first half of the nineteenth century, with the sawmill closing in 1850. The gristmill was used intermittently from 1854 until 1863, when it was again destroyed by fire. Archaeological investigations in 1996 revealed:

> extensive stone and timber structural remains of both buildings and the associated hydropower system. The remains were uncovered within an approximate 100 x 80 foot excavation area, at depths between 2 and 15 feet below current ground surface (Hardwick 1996:67).

Specifically, within the gristmill, two timber block piers within the basement were interpreted to be supports for the vertical and horizontal gear shafts. In the upper level of the structure, a 5-foot by 5-foot stone pier was identified as a support for the mill stone; a second pier likely was located nearby. A 1-foot square timber piling in the basement is believed to mark the location of the water wheel within the raceway, 10 feet from the flume intake. Although no remains of the water wheel or wheel shaft were identified, archaeological evidence suggests that the mills operated with an undershot wheel. The flume was timber box construction with a 5-foot wide and 4-foot high intake that fed water from the creek to the raceway between the two mill buildings. Information regarding the sawmill is less definitive, as the northwestern half of the structure apparently was modified after its removal (Hartwick 1996:68-69).

No remains of the mill machinery or mill stones were uncovered during the archaeological investigation. Also absent were remains of the upper floors of the gristmill and "significant portions" of the stone foundations of both the gristmill and the tailrace (Hardwick 1996:69). The absence of these remnants suggests the possibility that portions of the gristmill were salvaged and reused elsewhere in the village during H.B. Smith's extensive redevelopment of the property (Hardwick 1996:69-70).

Additionally, an archaeological monitoring project in 2005, associated with trenching for utilities in the village area north of the Rancocas Creek, revealed "useful archaeological information that will aid in the future management [of] archaeological resources within the park" (Hunter Research, Inc. 2005:5). Specifically, trenching within the building footprint of 29 and 31 Maple Avenue revealed traces of a subfloor or cellar fill deposit beneath demolition debris, as well as a stone wall extending along the south side of the alley at the rear. The monitoring report concluded that archaeological potential was present to answer questions about the presence of a basement at 29 and 31 Maple Avenue (Hunter Research, Inc. 2005:5). Further, although no artifacts were uncovered, intact yard deposits dating from the mid-nineteenth through the mid-twentieth centuries were identified. The monitoring report concluded that, " such materials clearly may be anticipated in the yard deposits

surrounding the dwellings along Park and Maple Avenues," and shaft features like wells, privies, cisterns, and refuse pits are also likely to exist near the rear alley (Hunter Research, Inc. 2005:5).

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Verbal Boundary Description

No change to the National Register district boundary is proposed.

Boundary Justification

The boundary as established in the original National Register nomination for the Smithville Historic District includes all contributing resources identified in the additional documentation. Thus, no boundary change is necessary.

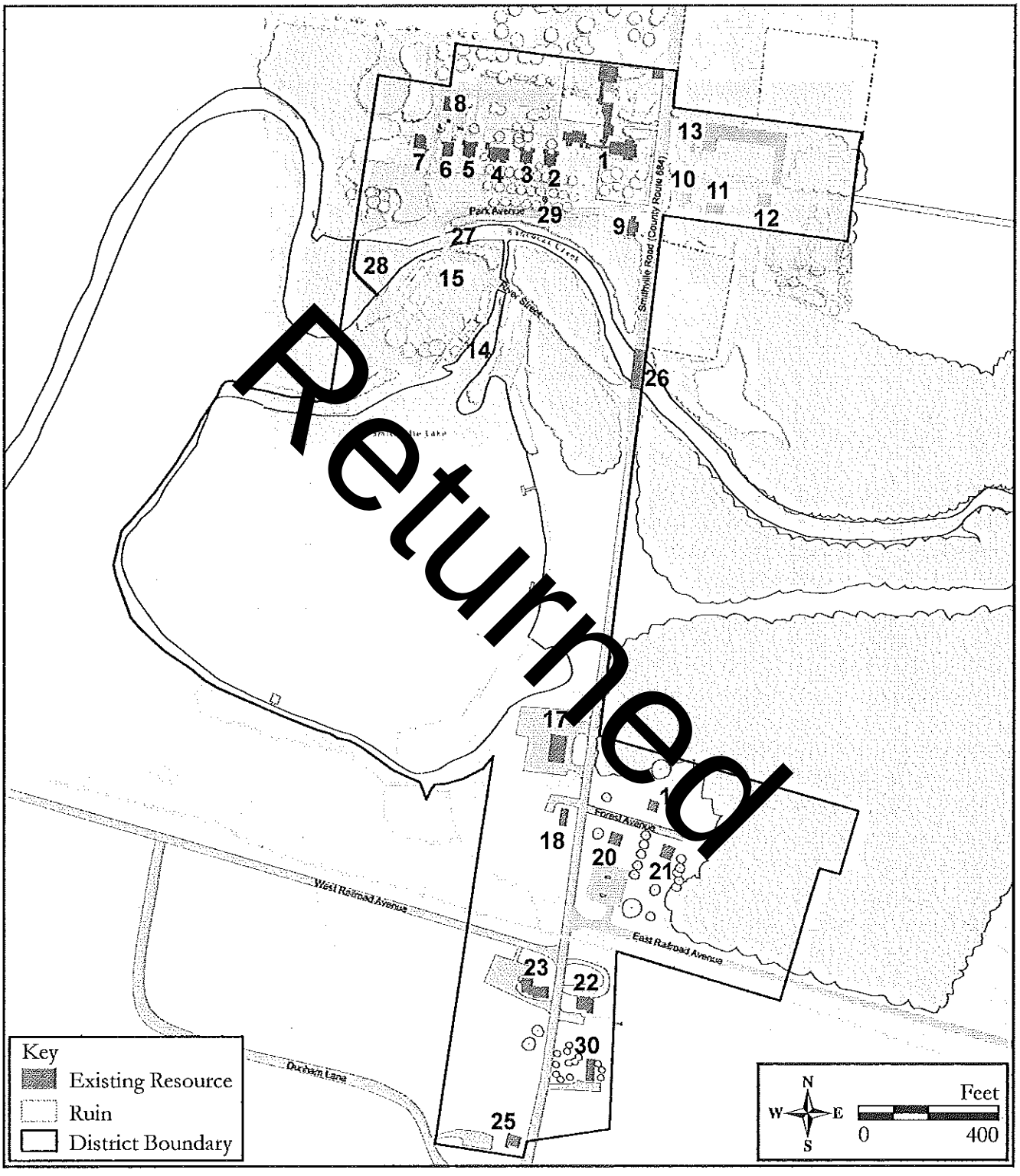
PHOTOGRAPHS

For all photos

Photographer: Lynn Alpert
Date: May 2, 2014
Location of original images: Richard Grubb & Associates, Inc.
259 Prospect Plains Road, Building D
Cranbury, New Jersey

1. Mansion (Inventory #1), south elevation. View northeast from garden walkway.
2. Mansion, east elevation. View west from Smithville Road.
3. Worker housing fronting the North Branch of Rancocas Creek (Inventory #2 in foreground). View northwest from River Street.
4. Smithville Road Bridge (Inventory #26). View northeast from the south bank of the creek. The brick building in the background is located outside of the historic district boundaries.
5. Smithville Road Bridge. View northwest from the bridge. The Gothic Revival-style cottage and the mansion complex walls are visible in the background.
6. Replacement bridge connecting the factory complex with Smithville Road via River Street (Inventory #27). View southeast from River Street.
7. Reconstructed Smithville dam (Inventory #28). View south from parking lot.
8. Reconstructed gazebo (Inventory #29), south of the worker housing. View facing west from the intersection of Park Avenue and River Street.
9. 718 Smithville Road (Inventory #30). View east from Smithville Road.

Historic District Boundary.



Smithville Historic District Sketch Map. Numbers refer to the building inventory contained in the original nomination (#1-25) and Section 7 of the additional documentation (#26-30). Inventory #16 and #24 are no longer extant.

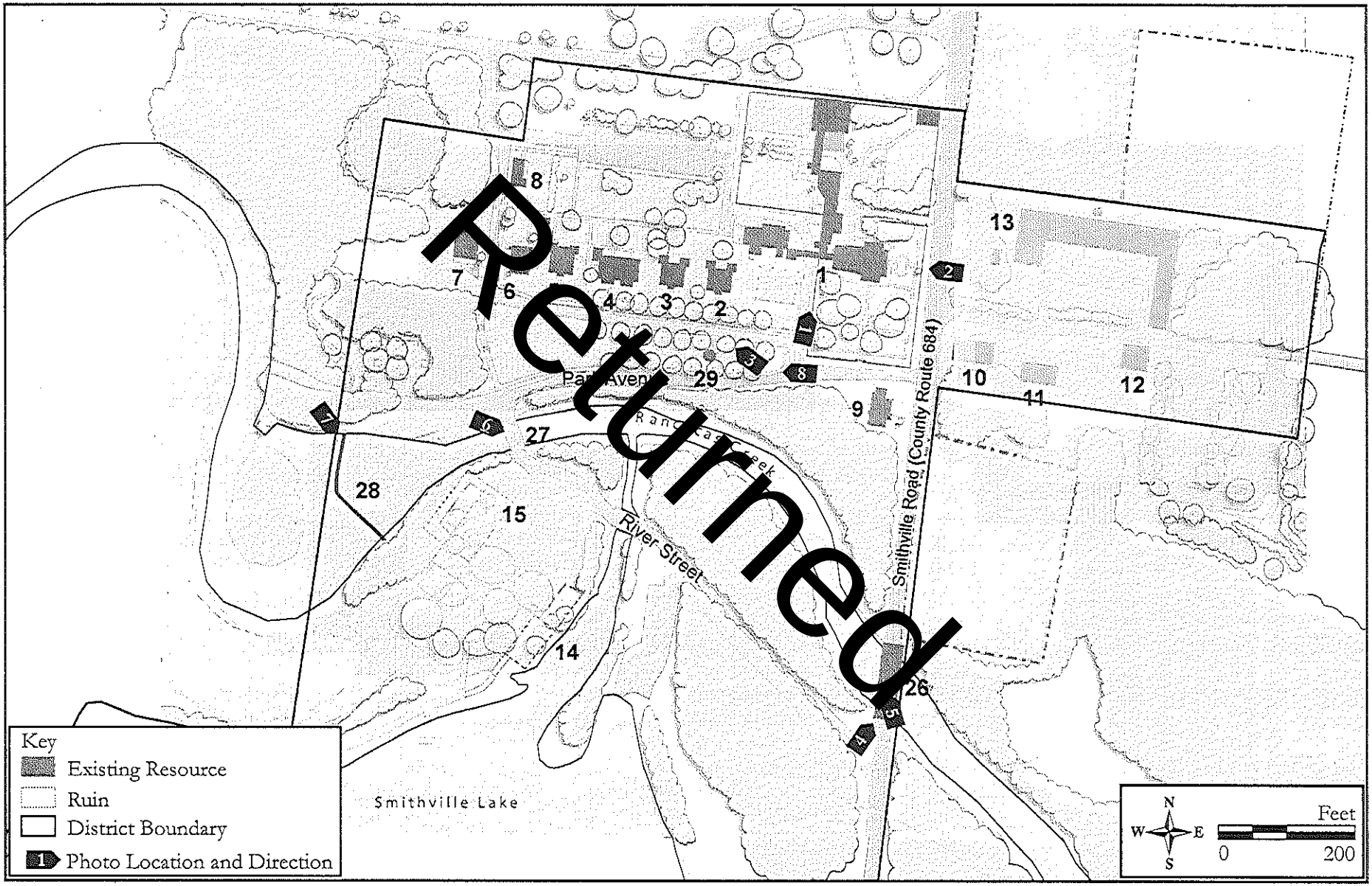


Photo Location Map, showing district north of Smithville Lake.

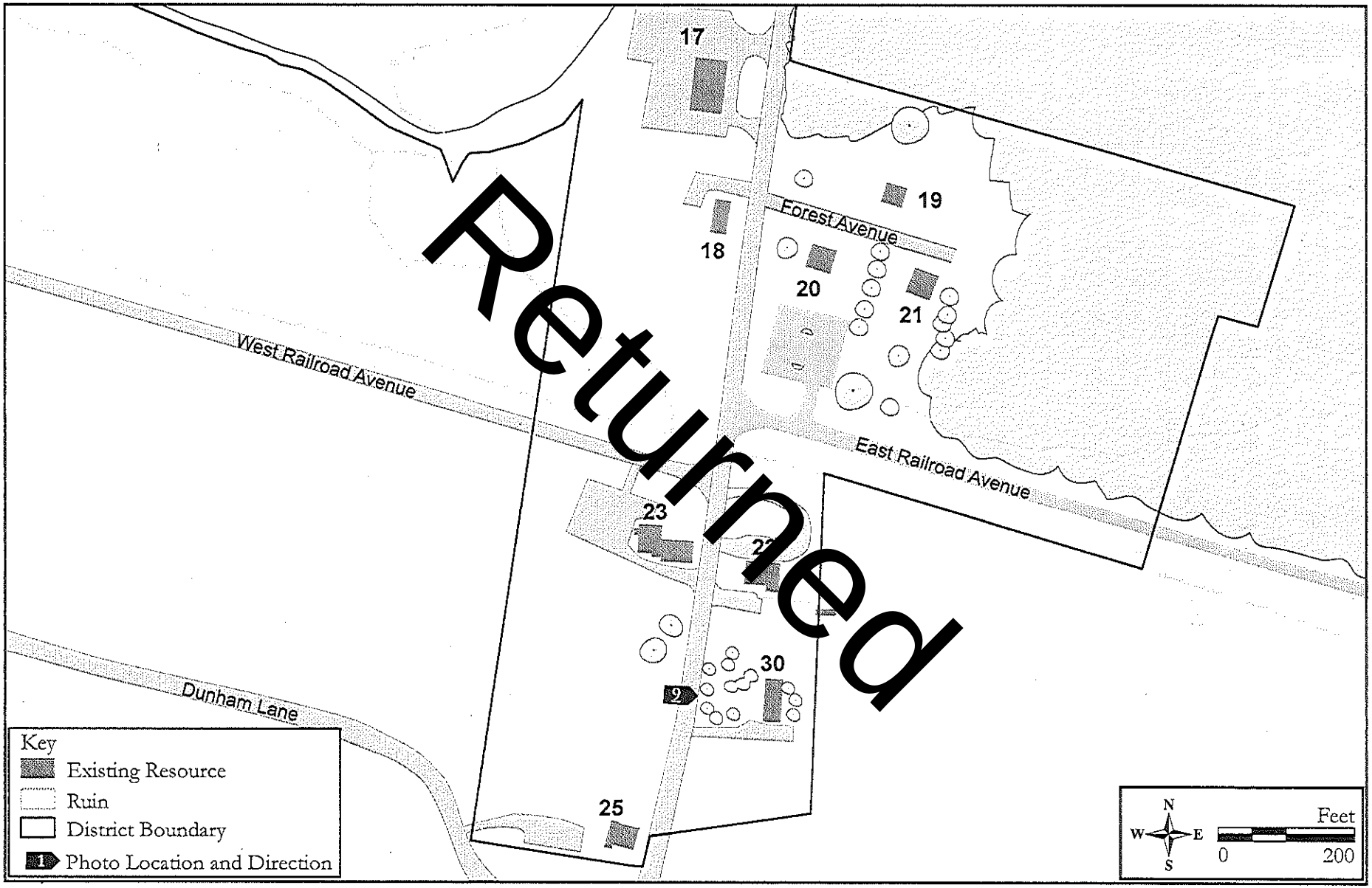
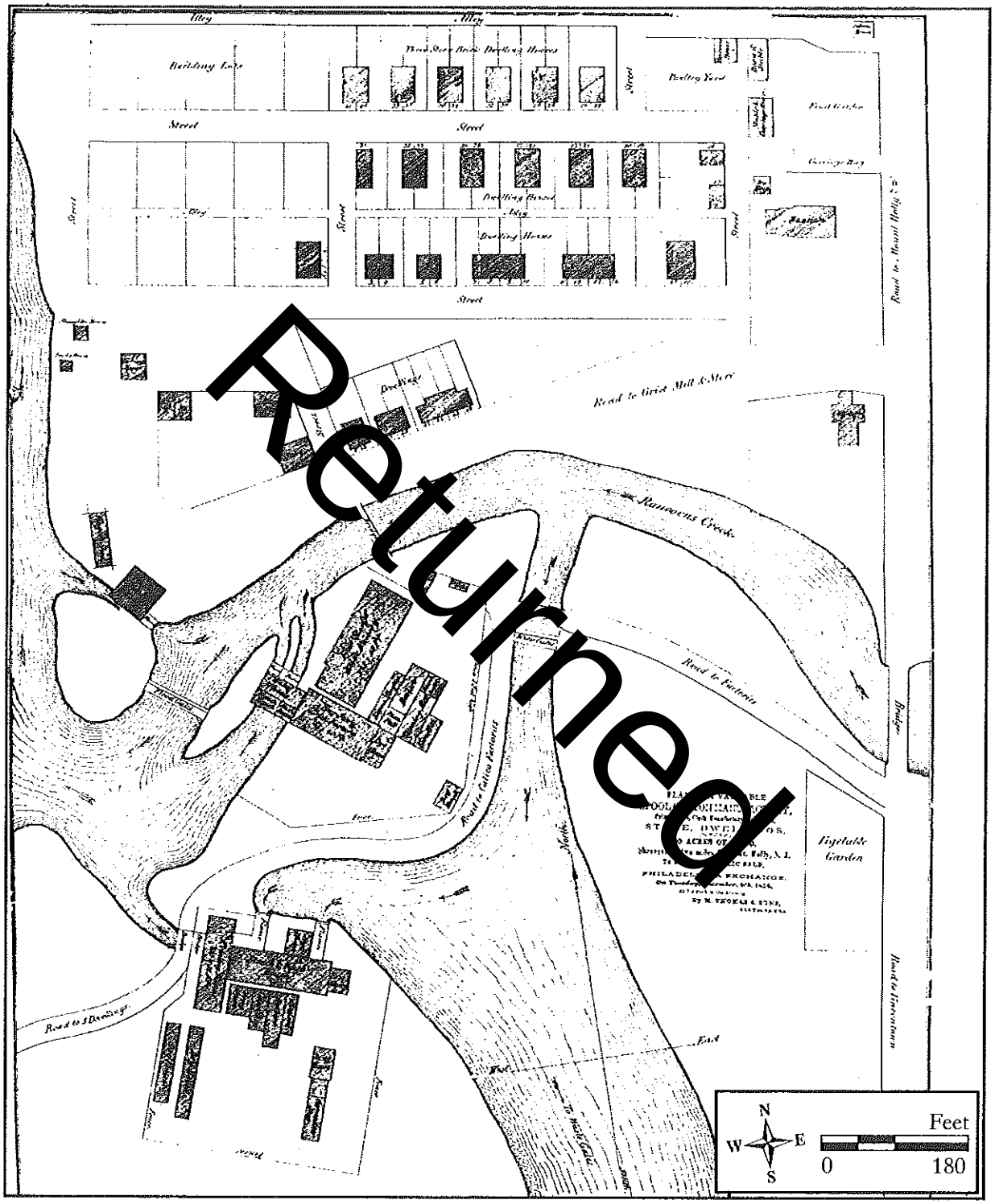
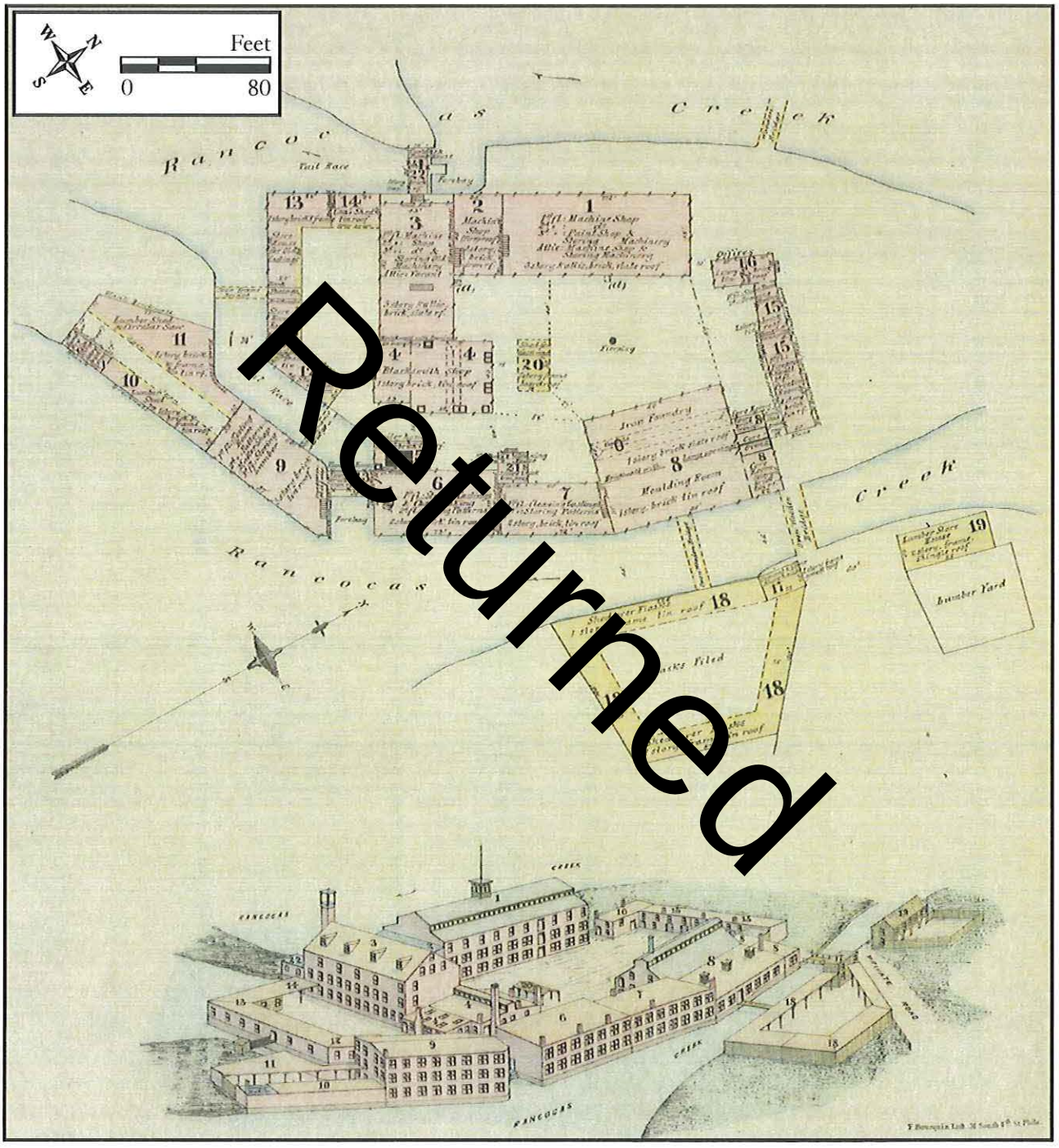


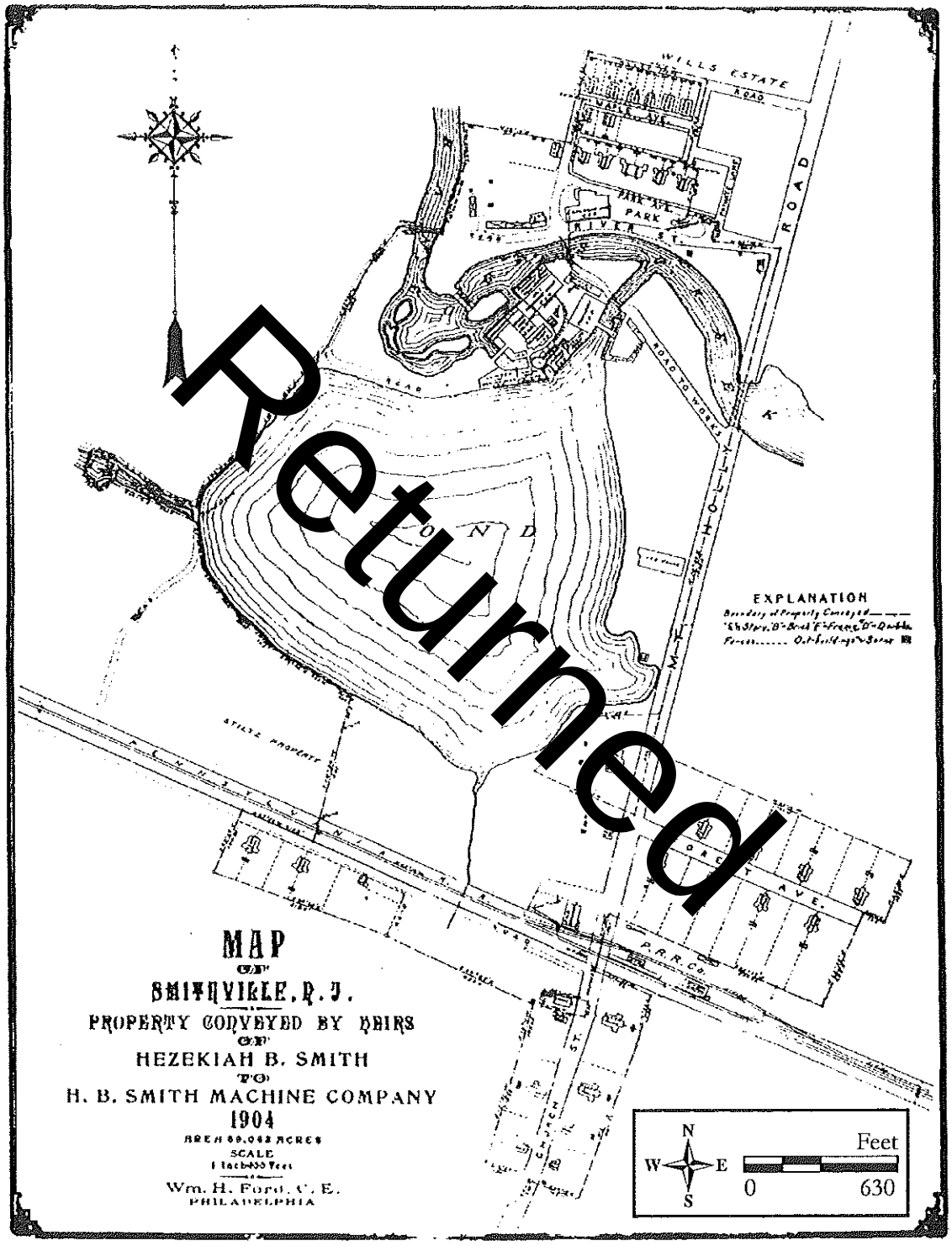
Photo Location Map, showing district south of Smithville Lake.



1856 Plan of a Valuable Spool Cotton Manufactory, Shreveville (from Bolger 1980b).



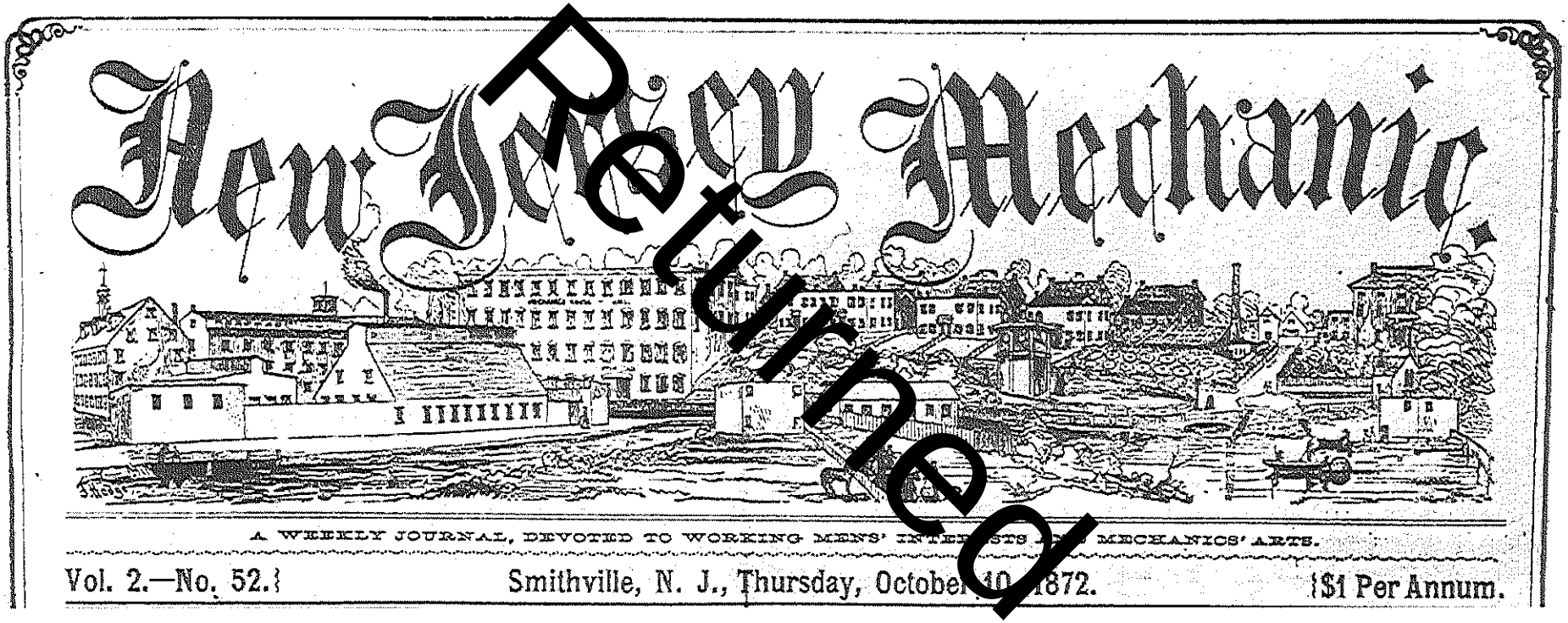
1881 Ernest Hexamer, H.B. Smith Machine Company's Works.



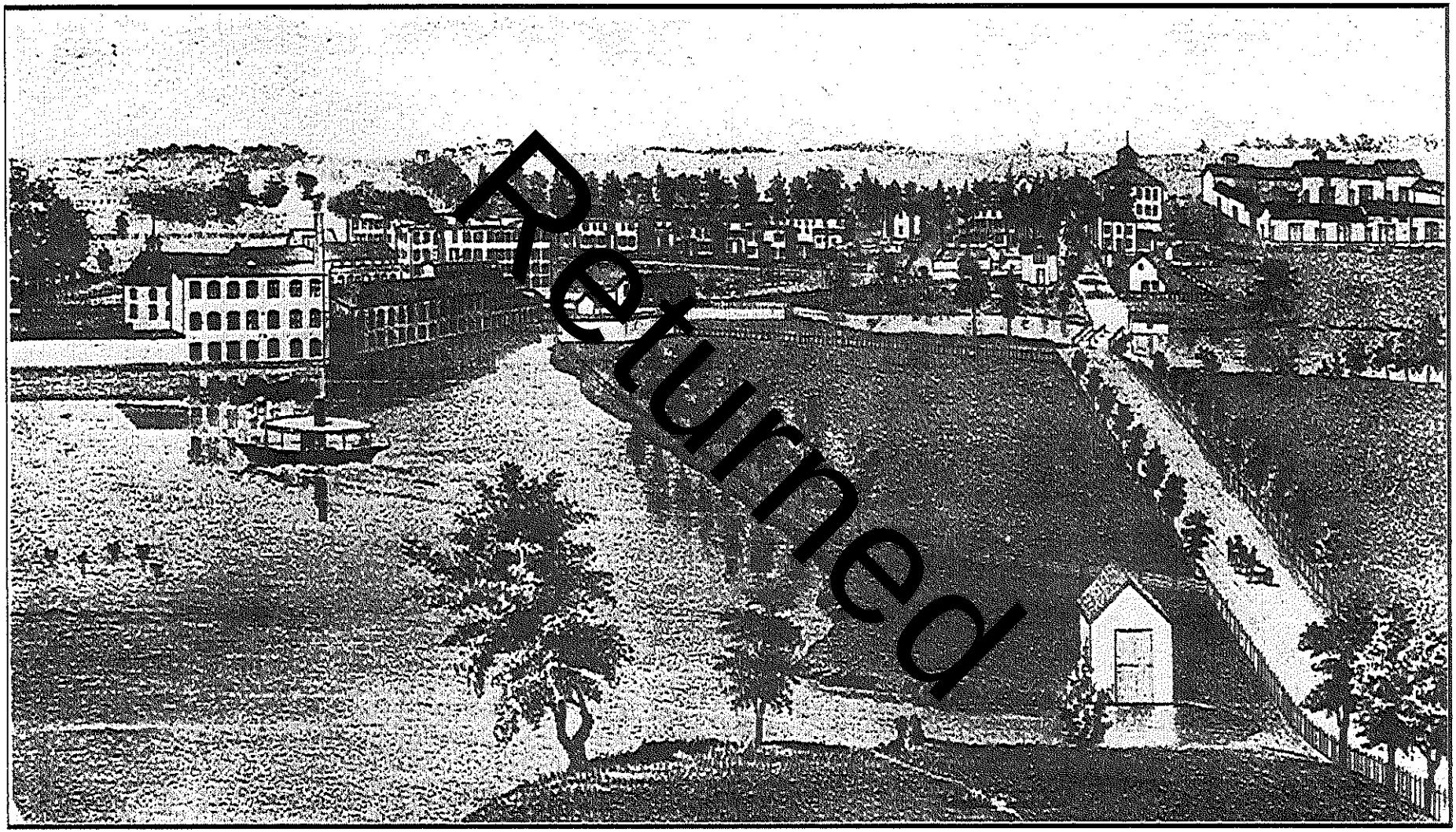
1904 Map of Smithville, N.J. (from Bolger 1980b).

1904 Map of Smithville overlaid on current aerial photograph, annotated to indicate the period of construction of surviving resources. The 1904 map did not include the farm buildings on the east side of Smithville Road.

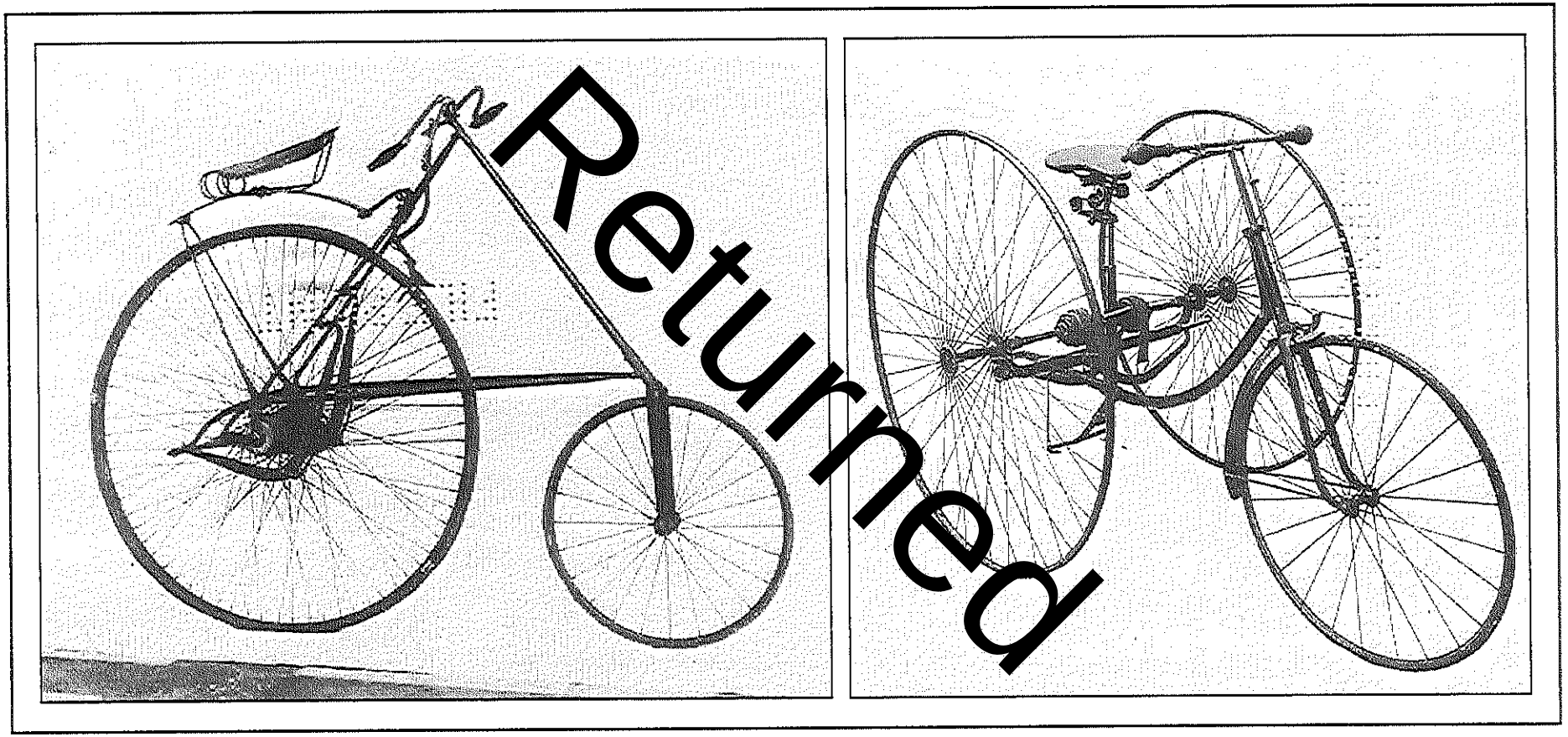
Hezekiah B. Smith, c.1860, and Agnes Gilkerson, c.1865 (from Bolger 1980b).



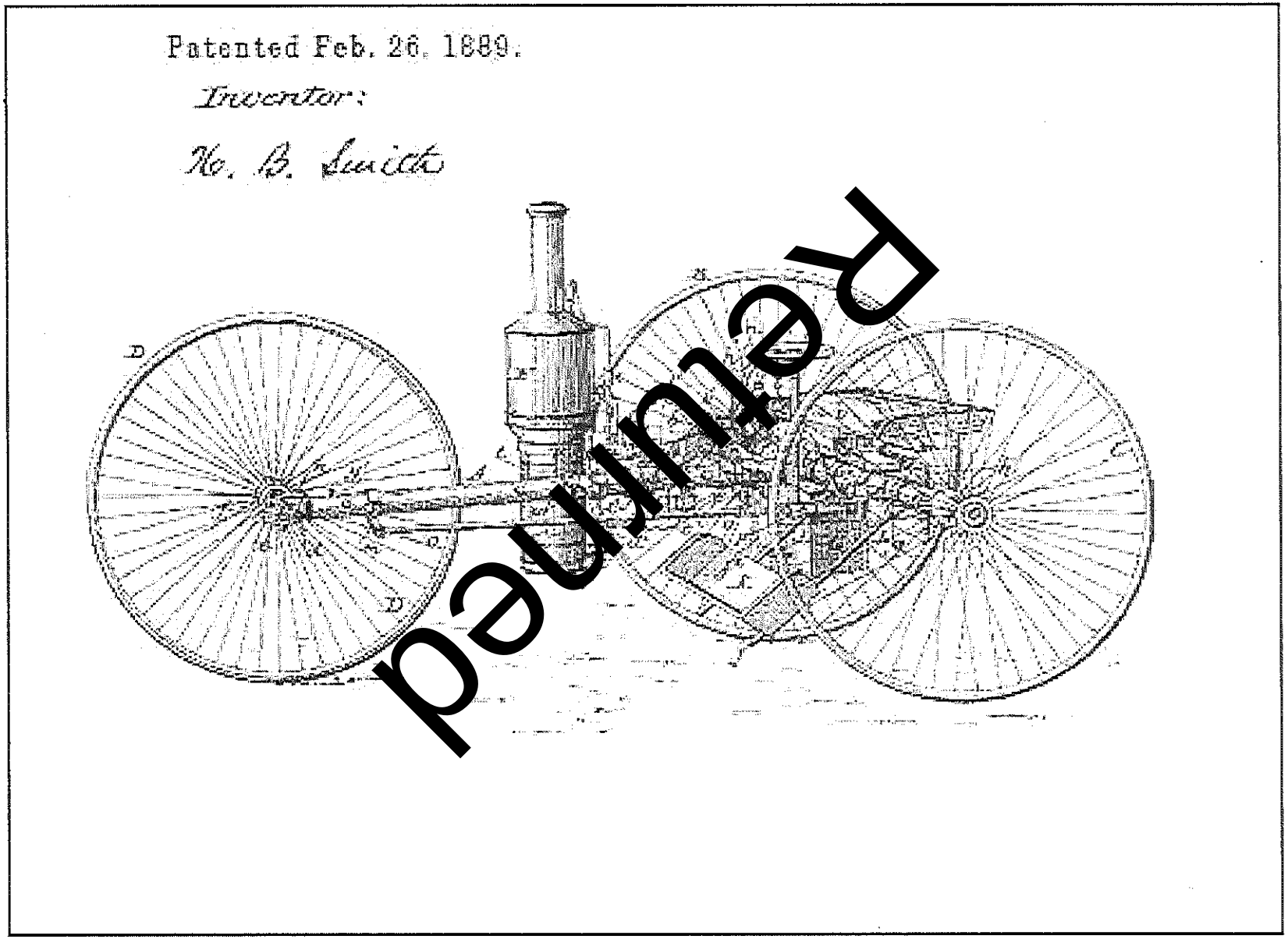
View of Smithville from the New Jersey Mechanic masthead, 1872 (from Bolger 1980b).



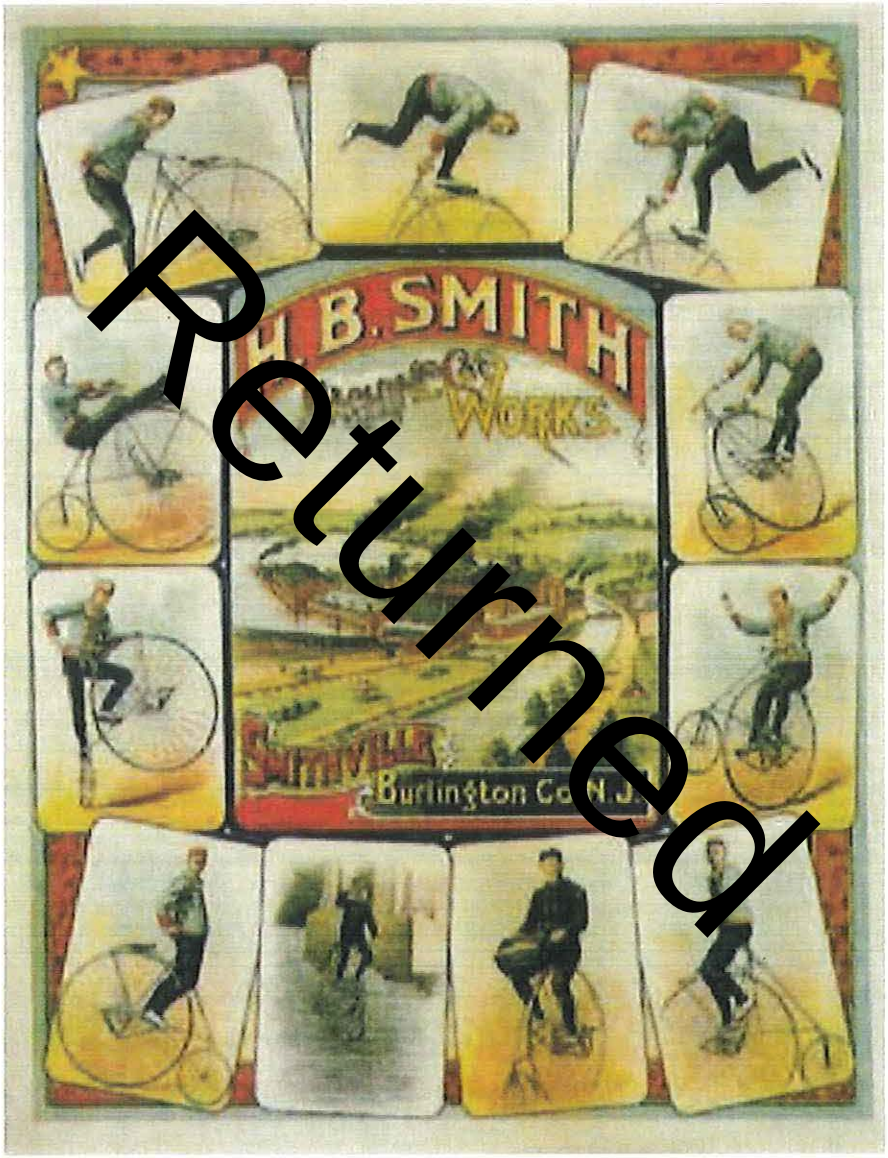
Smithville, c.1876 (from Bolger 1980b).



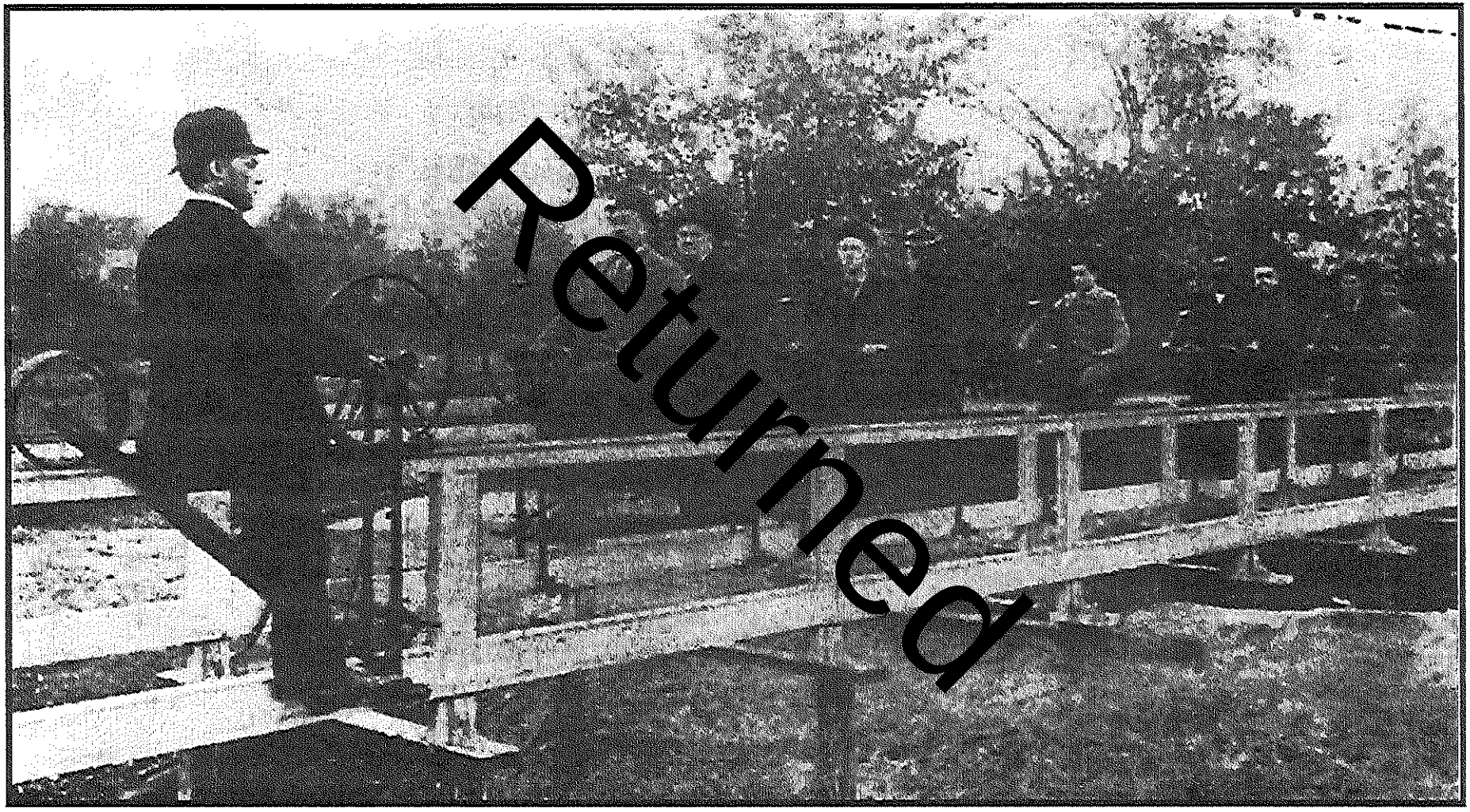
Pony Star bicycle, 1881, and Smith tricycle, 1888 (from Smithsonian Institution 2014).



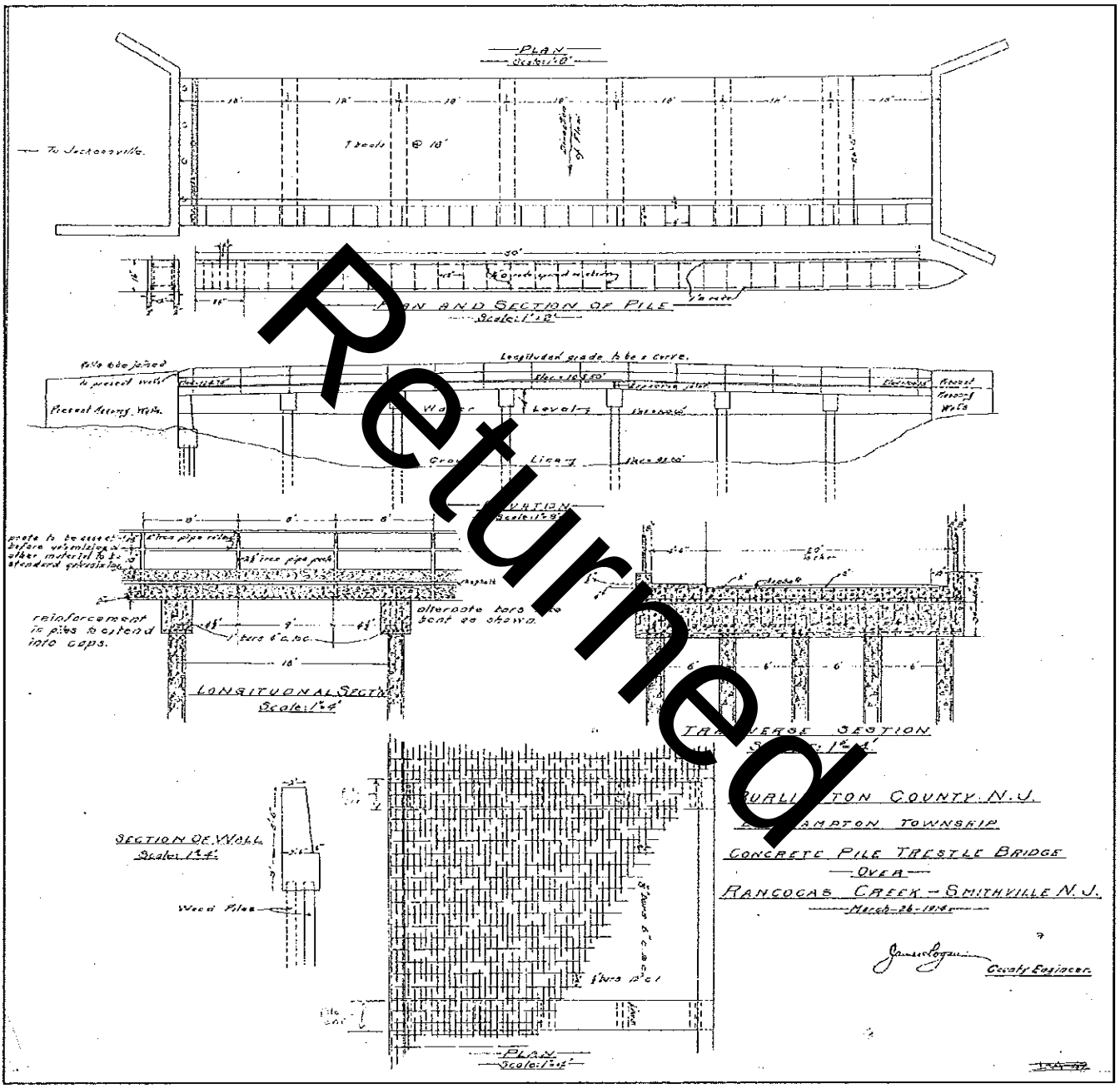
Steam Tricycle Patent, 1889.



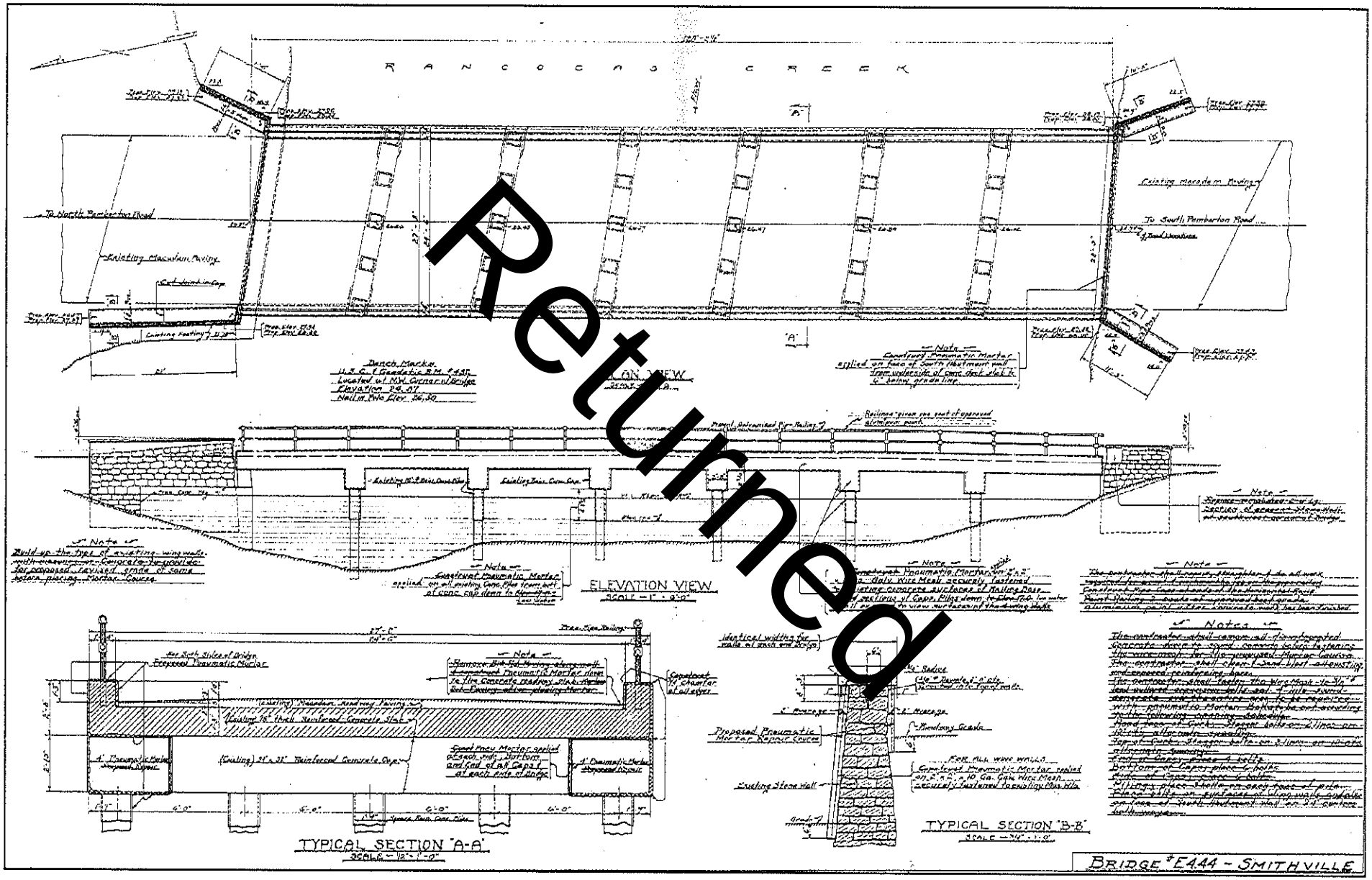
H.B. Smith Machine Works poster, undated (from Artnet 2014).



Mount Holly and Smithville Bicycle Railroad, undated (from Bolger 1980b).



1914 Concrete Pile Trestle Bridge over Rancocas Creek, Smithville, N.J.
(from Burlington County Engineering Office).



1949 Shotcrete repairs, Bridge #E4.44, Smithville (from Burlington County Engineering Office).

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Additional Documentation

Property Name: Smithville Historic District

Multiple Name:

State & County: NEW JERSEY, Burlington

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List
6/9/2017	7/18/2017	8/2/2017	7/24/2017	

Reference number: AD77000856

Nominator: State

Reason For Review:

Accept Return Reject Date

Abstract/Summary Comments: Return

Recommendation/ Criteria

Reviewer Lisa Deline Discipline Historian

Telephone (202)354-2239 Date 8/21/17

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

United States Department of the Interior
National Park Service
National Register of Historic Places
Comments
Evaluation/Return Sheet

Property Name:	**Smithville Historic District (additional documentation)**
Property Location:	**Burlington County, NJ**
Reference Number:	**77000856**
Date of Return:	**8/21/17**

Nomination Summary:

The Smithville Historic District additional documentation is adding one contributing structure and four noncontributing resources within the current district boundaries. It is revising the period of significance to c. 1750 – 1917, adding Criteria B and D, and revising/adding areas of significance of industry, engineering, architecture, invention, community planning and development, and archeology. The 74.5-acre district was listed in 1977, under Criteria A and C.

Issues:

The registration form does not provide sufficient justification to demonstrate that this district is significant under Industry, Invention, Community Planning and Development, and Archeology. The original National Register nomination lists the areas of significance as architecture, engineering, and industry. While the additional documentation submitted adds one contributing property, the rest of the historic district documentation needs to be updated to current National Register Standards and adequately address why these resources meet the revised NR Criteria.

If the nomination is resubmitted, the following issues must be addressed.

Section 1.

Smithville was originally known as Shreveville. Under "other names," please add Shreveville.

Section 5.

While it is clear one contributing structure and four noncontributing resources are being added, the previously listed resource number is 23. The 1977 nomination inventory lists 25 resources. For clarity and to update the district resources, please provide an updated resource count of all buildings, sites, structures, and objects.

Section 7.

For clarification, what remains of the former industrial buildings, houses, and farm structures that were demolished? Are they now counted as contributing sites? Since this nomination is revising the period of significance and adding additional areas of significance, please provide in the survey descriptions how each resource still retains historic integrity. What resources remain that support the area of invention? The former bicycle railroad, where is it located in the district? Was this ever counted as a contributing resource? Are former buildings in the original nomination that are now ruins, revised as contributing sites? It is unclear whether resources from this revised period of significance have all been described, counted, and located on the district map. Where exactly is the c. 1750 farmstead? In the revised inventory descriptions, please reference specific photo numbers. If still applicable, photos from the 1977 nomination can be used. Any updated photos would be helpful.

Section 8.

The updated summary statement of significance does not state the reasons why this district meets the stated National Register Criteria. A summary paragraph should include the level of significance, applicable Criteria, and justification for the period of significance. This summary paragraph should be used as an outline for the subsequent paragraphs to further justify each area of significance. Provide as many additional paragraphs as necessary to adequately address these areas. Reference any specific resources that help support the areas. Refer to the National Register Bulletin, "How to Complete the National Register Registration Form," pgs. 45-51 for guidance. Areas of significance that are no longer supported by remaining historic resources should be dropped.

As written, the inclusion of Criterion D is not sufficiently supported. While the documentation indicates there has been archeological survey within the district,

the updated registration form offers no research questions and in no way supports the discussion for *why* subsurface materials discovered to date and/or likely to be encountered at a future date are important to the knowledge of the history or prehistory of the community. The documentation also does not explain how this information will broaden the knowledge and understanding of that place and its history. In other words, the presence of archeological materials does not in and of itself sufficiently support a Criterion D argument. Instead, as outlined on pages 28-33 in *National Register Bulletin 36: Guidelines for Evaluating and Registering Archeological Properties,* the discussion needs to identify specific research questions. Blanket statements regarding the known presence of archeological deposits and features need to be accompanied by the range of questions to which the anticipated (or known) data sets can be made to speak. This is how the information potential is shown to be important—a point emphasized in *NR Bulletin 36* where it states that "The information must be considered important" (p. 28).

Because of these issues, we recommend deleting Criterion D and the area of significance of archeology and listed cultural affiliations. However, please retain in the revised resubmission, the documentation found under the heading of *Archeology* on pages 15-18, since this information summarizes the presence of known archeological resources within the Smithville Historic District. At the end of this section, add a separate sentence that states: "At this time, the site information presented is insufficient to make the case for National Register eligibility under Criterion D."

Section 10.

The acreage in the original nomination lists 80 acres. The revised nomination list 74.5 acres. Please clarify this change.

In closing, thank you for the preparing an updated nomination for the Smithville Historic District. Should you have any questions regarding these comments or wish to discuss them further, please do not hesitate to contact either of us. Our contact information is lisa_deline@nps.gov, tel.: 202.354.2239 and julie_ernstein@nps.gov, tel.: 202.354.2217, respectively.

Lisa Deline
Historian, National Register of Historic Places

and

Julie H. Ernstein, Ph.D., RPA
Supervisory Archeologist, National Register of Historic Places

NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

RECEIVED 2280
JUL 10 2018
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Smithville Historic District (Additional Documentation)

other names/site number

2. Location

street & number Smithville Road; Forest, Railroad, Park and Maple Avenues; River Street and Smithville Lake ☐ not for publication

city or town Eastampton Township ☐ vicinity

state New Jersey code NJ county Burlington code 005 zip code 08060

3. State/Federal Agency Certification

Returned

As the designated authority under the National Historic Preservation Act, as amended, I certify that this [X] nomination

☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property

[X] meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant

☐ nationally ☐ statewide [X] locally. ☐ See continuation sheet for additional comments.

Kevin Bowring HPSS Administrator 3/29/17

Signature of certifying official/Title Date

NJ DEP

State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper Date of Action

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

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

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [ ] private
- [X] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	1	buildings
0	0	sites
0	3	structures
0	0	objects
0	4	Total

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

N/A

Number of contributing resources previously listed in the National Register

23

6. Function or Use

Historic Functions
(Enter categories from instructions)

INDUSTRY/PROCESSING/EXTRACTION:
manufacturing facility
DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
AGRICULTURE/SUBSISTENCE:
agricultural outbuildings
TRANSPORTATION: road-related (vehicular)

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE: outdoor recreation
RECREATION AND CULTURE: museum
GOVERNMENT: government office
TRANSPORTATION: road-related (vehicular)

7. Description

Architectural Classification
(Enter categories from instructions)

MID-19TH CENTURY: Greek Revival
MID-19TH CENTURY: Gothic Revival
LATE VICTORIAN: Italianate
OTHER: Patterned brickwork
OTHER: Continuous concrete slab

Materials
(Enter categories from instructions)

foundation: BRICK; STONE: sandstone
walls: BRICK; WOOD: weatherboard; ASBESTOS
roof: ASPHALT
other: METAL: iron; STUCCO; CONCRETE

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

8 Statement of Significance

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

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

Criteria considerations
(mark "x" in all the boxes that apply.)

Property is:

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

Areas of Significance
(Enter categories from instructions)

INDUSTRY
ENGINEERING
ARCHITECTURE
INVENTION
COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance
c.1750-1917

Significant Dates
1865
1831

Significant Person
(Complete if Criterion B is marked above)
Hezekiah Bradley Smith; Agnes Gilkerson Smith

Cultural Affiliation
Euro-American
Terminal Archaic
Early Woodland

Architect/Builder
Unknown

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [X] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey
- [ ]

Primary location of additional data

- [X] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [X] Local government
- [ ] University
- [ ] Other

Name of repository :Burlington County Parks Dept.

Smithville Historic District | Burlington County, New Jersey
Name of Property | County and State

10. Geographical Data

Acreage of property 74.5 acres

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1				3			
2				4			

[x] See continuation sheet

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

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

11. Form Prepared By

name/title Jennifer B. Leynes/Senior Architectural Historian (rev. by Douglas McVarish, NJHPO, Feb. 2018)

organization Richard Grubb & Associates, Inc. date December 15, 2014

street & number 259 Prospect Plains Road, Building D telephone 609.655.0692 x314

city or town Cranbury state NJ zip code 08512

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative **black and white photographs** of the property.

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

Property Owner

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

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Description Narrative

Introduction

This nomination provides additional documentation for the Smithville Historic District in Eastampton Township, Burlington County, New Jersey. Smithville was listed on the New Jersey Register of Historic Places on August 26, 1974, and on the National Register of Historic Places on May 12, 1977.

The Smithville Historic District is comprised of an intact company town with a manor house at its center. The district was listed on the National Register under Criterion A in the areas of Industry and Engineering and under Criterion C in the area of Architecture. It has significance for its industrial production and technological innovations, which included the first bicycle railroad and a prototype of the modern bicycle. It is also architecturally significant for its manor house, which is an excellent example of the Greek Revival style in New Jersey (Photos 1-2), and for its collection of Italianate-style worker housing (Photo 3). Collectively, the buildings represent a significant and distinguishable entity. The period of significance in the original nomination was defined as 1800-1899 (N.J. Historic Sites Staff 1970). This additional documentation seeks to expand the areas of significance beyond that of the original nomination to include Criteria A, B, C and D, in the added area of Invention, Community Planning and Development. It also expands the period of significance, to begin c.1750, when the first farmstead was established in the district, to 1917, when the company town began a period of decline. The district boundary has not been altered.

Inventory

As indicated, the formerly listed parsonage of the Methodist Church has been demolished. There are no obvious surficial remains and no archaeological investigation of its former site has been undertaken. The River Road bridge was demolished and replaced with a new bridge on the same footprint. Therefore, archaeological remains of the older structure are not expected to be present. According to Village Historian Eric Orange, remains of some cedar posts have been found in the vicinity of the Rancocas Creek. These may have been used to support the bicycle railway. No additional surficial remnants have been found that may have been related to the railway.

This additional documentation expands the inventory to include one contributing and four noncontributing resources as described below. The contributing resource was demolished during the course of preparation of this documentation. Each has been assigned an inventory number consecutively following the numbering in the original inventory.

26 Smithville Road Bridge over the North Branch of Rancocas Creek Contributing (structure)
The expansion of the period of significance requires the addition of one contributing structure that was omitted entirely from the previous inventory, the Smithville Road (County Road 684) Bridge over the North Branch of Rancocas Creek. Built in 1914, the Smithville Road Bridge is a 7-span structure that carries 2 lanes of traffic in a north-south direction over the North Branch of Rancocas Creek (see Photos 4-5; plans attached). It measures approximately 125 feet long and 27 feet, 6 inches wide. The bridge has a continuous reinforced concrete deck

slab supported by precast reinforced concrete pile-bent piers. The abutments and wingwalls are concrete and masonry construction. The pile-bent piers are comprised of 5, 16-inch square precast reinforced concrete piles set 6 foot on center topped with a reinforced concrete cap beam. In 1949, pneumatically applied mortar (shotcrete) was applied to a majority of the visible areas of the bridge's abutments and wingwalls, deck, pier cap beams and piles (see attached plans). The railing system is comprised of galvanized pipes, approximately 2 feet high, mounted on a 1-foot high concrete brush curb. The bridge is technologically distinctive as an early example of a precast reinforced concrete driven-pile substructure. This structure was removed during the course of the present nomination revision (A.G. Lichtenstein & Associates, Inc. 1994:03E440).

27 River Road Bridge over North Branch of Rancocas Creek Noncontributing (structure)
In 2005, a new steel truss bridge was constructed over the North Branch of Rancocas Creek on River Street (Photo 6), at the same location as the earlier iron truss (Inventory 16). The bridge is a historically sensitive replacement but is not a contributing resource because it was built outside the period of significance.

28 Smithville Dam Noncontributing (structure)
The Smithville dam was removed and replaced c.1995 (Photo 7). The reinforced concrete structure spans the North Branch of the Rancocas Creek west of the River Road Bridge.

29 Smithville Park Gazebo Noncontributing (structure)
A wooden gazebo has also been erected in the park near the mansion and worker housing (Photo 8). The gazebo replicates the bandstand erected during H.B. Smith's lifetime and is at the approximate location of the original structure. The gazebo harmonizes with its surroundings but is not a contributing resources due to its construction after the period of significance.

30 718 Smithville Road Noncontributing (building)
A one-story house has been constructed within the historic district boundaries south of Railroad Avenue, at 718 Smithville Road. Built in 1984, the frame building has a side gable roof and concrete foundation (Photo 9). It is a noncontributing building within the historic district.

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

Significance Statement

Summary Paragraph

The Smithville Historic District previously was listed on the New Jersey and National Registers of Historic Places under Criterion A in the areas of Industry and Engineering and under Criterion C in the area of Architecture. Its period of significance extended from 1800 to 1899. This additional documentation expands the district's significance to include Criterion B, for its associations with Hezekiah B. Smith and Agnes Gilkerson Smith, and the added areas of Invention and Community Planning and Development.

The Smithville Historic District represents a continuum of occupation on the North Branch of the Rancocas Creek in modern Eastampton Township, Burlington County, beginning with a colonial farmstead, established c.1750, and a mill seat, established c.1780. In the 1830s, a cotton mill was established at the site and a company town developed by its owners, who lived in a Greek Revival-style mansion they built in the village. After its failure, the entire property was purchased by Hezekiah B. Smith, an innovative businessman, who moved his woodworking machinery business to the site. Smith's wife, Agnes Gilkerson Smith, was a doctor by training and edited the company's newspaper, the *New Jersey Mechanic*. Together the Smiths transformed the mill village into a model industrial town. H.B. Smith worked with his mechanics to invent new and improved woodworking machinery, and the company later produced the Star bicycle, an innovative high-wheel bicycle that enjoyed popularity during the 1880s. After H.B. Smith's death, control of the company passed to his son, Captain Elton Smith, who operated the business with great success until his death in 1917. The additional documentation suggests an expanded period of significance, beginning circa 1750 with the establishment of the original farmstead and ending in 1917 with the death of Captain Elton Smith. The district may also possess significance under Criterion D for both prehistoric and historic occupation. Since systematic archaeological testing of the entire site has yet to be conducted and evaluation of past investigations is incomplete, the present nomination does not claim significance under Criterion D.

Historic Context

As indicated in the existing historic overview, the village, originally Samuel Shreve's Shreveville and later H.B. Smith's Smithville, was a significant source of inventions and improvements to existing machinery. Shreve's major enterprise consisted of cotton spinning and weaving and printing cotton goods. He owned a machine shop and a grist and saw mill. With nationwide financial reverses of the mid-nineteenth century, he was unable to continue to operate the enterprise and sold the village to Hezekiah Bradley Smith, a successful machinery production engineer.

While Shreve's business model involved the use of existing production technology, Smith expanded his enterprise through new inventions. Smith converted the factory complex to produce a wide variety of woodworking machines. The millpond was enlarged, threadmills were converted to machine shops, the foundry was constructed and a turbine replaced water wheels. The H.B. Smith Machine Company, which was incorporated in 1878, eventually manufactured 150 different styles of machines, held patents for about 30 inventions and in its heyday, produced one-quarter of the nation's woodworking machinery.

During the 1880s, the company's innovations were directed primarily toward mechanized means of transportation. A number of models of bicycles and tricycles were produced, including one which was steam-powered. Company patents for machinery developed in Smithville are summarized in the following table:

Patent #	Date	Title	Inventor
138,103	4/22/1873	Improvement in scroll-saws	Hezekiah B. Smith
RE 5,535	8/19/1873	Improvement in molding-machines	Hezekiah B. Smith
189,510	4/10/1877	Rod and dowel lathe	Smith and John Saltar, Jr.
200,677	2/26/1878	Chain Making Machine	Joseph J. White
202,667	4/23/1878	Improvement in Loose Pulleys	John Saltar, Jr.
204,929	6/18/1878	Belt-shifting Pulley	Joseph J. White
213,077	3/11/1879	Improvement in Vises	Bradley W. Storey
224,752	2/17/1880	Tenoning Machine	Jos. J. White, Wm. S. Kelley
241,839	5/24/1881	File and rasp cutting machine	Joseph J. White
292,562	1/29/1884	Wire Spoke	William S. Kelley
304,827	9/9/1884	Bicycle Saddle	William S. Kelley
321,819	7/7/1885	Bicycle	William S. Kelley
321,932	7/7/1885	Bicycle	William S. Kelley
358,494	3/1/1887	Manufacture of metal fellies	H.B. Smith & W.S. Kelley

Smithville was one of several "invention factories" that developed in New Jersey in the nineteenth century. Other enterprises were established by Alfred Vail of Morristown, whose family owned the Speedwell Iron Works, where the telegraph was developed; Oberlin Smith of Bridgeton whose company, Ferracute, developed the metal forming presses for a variety of industrial uses; and Solomon Andrews of Perth Amboy, whose inventions included barrel-making machinery, fumigators, forging presses, has lamps and improved locks. These enterprises set the stage for well-known invention factories of the late nineteenth and twentieth centuries including Thomas Alva Edison's Menlo Park and West Orange laboratories. David Sarnoff's RCA Laboratories, and AT&T Bell Laboratories.

Remaining elements of Smith's invention factory include his residence, where he lived for the entirety of his time in Smithville, the dwellings of a number of Smith's "mechanics" and identified portions of the former factory complex. These elements enable the village to convey its character as a center of invention.

Community Development

While much less common than mill villages in New England and the Southern states, rural New Jersey mill communities and companies represent an important element of the state's nineteenth and twentieth century built environment. Due to relentless development pressure in New Jersey, examples of small town mill villages are becoming increasingly endangered. Two other Burlington County communities, Whitesbog and

Batsto, embody related contexts, the first associated with the beginnings of the commercial high bush blueberry production, while the latter was associated with the iron industry.

In his history of Smithville, William C. Bolger wrote of the role of the milltown in the United States in the nineteenth century: "The rural village was the first, and for a half a century nearly the only form of industrial development found in the United States. Prior to 1850, the countryside was full of relatively small industrial sites, while major industrial centers were only beginning to evolve. Only rarely were these industrial sites of any considerable size. More typical was a village like Shreveville/Smithville owned by an individual family and included a settlement of about 300 to 400 people."

Samuel Shreve initially developed the village and during his tenure it included a school, a store, a barn and stables, smoke and slaughter house, about 50 workers' housing units (the majority doubles), and the mansion. After H.B. Smith purchased the property in 1865, he transformed the property by demolishing many of the older homes and building larger ones in their place. He created a public park with a gazebo at the center of the village and also had a school house and opera house built, as well as a dormitory for unmarried factory mechanics.

In addition to physical improvements to the property, Smith introduced intellectual stimulation to his model industrial village. He shortened the workday, raised wages, provided fresh food from a village farm, and hosted intellectual and recreational events throughout the year. He also established a "monthly journal of mechanics, science and literature," *The Mechanic*. As a paternalistic company town, Smithville may be compared to other villages in the state including Roebling, erected as the company town for the John A. Roebling's Sons steel plant; Batsto, a rural Burlington County industrial center of the iron and later, glass industries; and Allaire Village, Monmouth County, a short-lived village established to produce pig iron and hollowware, that flourished for a time in the 1820s and 1830s.

Elements that contribute to the significance of Smithville as a planned industrial village include a preexisting plan used to lay out the community, the presence of a series of company-owned houses to accommodate a variety of living situations, and the nearby industrial workplace. Although several historic buildings such as the opera house have been demolished, the village continues to convey its character as a nineteenth and early twentieth century industrial village, and as such, possesses local significance.

Historic Overview

The community known today as Smithville[1] lies on the North Branch of Rancocas Creek in Burlington County. The property was first surveyed in 1683 to delineate a 500-acre tract of the West Jersey Province

[1] The history of Smithville has been extensively documented in numerous sources, including the National Register of Historic Places nomination (New Jersey Historic Sites Staff 1977) and two works published in 1980 by William C. Bolger: a scholarly article published in *Planned and Utopian Experiments: Four New Jersey Towns*, and a book, *Smithville: The Result of Enterprise*. Except where otherwise indicated, the Bolger texts served as the source for the historic context contained herein.

purchased by Henry Stacy of Burlington City in 1676. Many of the surrounding properties were also surveyed and distributed during the period 1682-1684, although the tract south of the creek, which would later become part of the Smithville dam site, was unappropriated during the seventeenth century.

Stacy apparently rented his tract to tenants. When the property was sold by his widow in 1686, the tract was said to include the "house, buildings and improvements thereupon made or being made in the tenure of Michael Buffin and George Shinn" (Bolger 1980b:7). The property was purchased by Sarah Parker, a widow, who later divided the tract into three parcels and distributed them to her sons George, William, and Joseph. William Parker, who owned the parcel that would eventually contain the Smithville community, sold his property in 1730. In 1744, the tract came into possession of Daniel Gaskill, who in 1749 added a 30-acre parcel on the south side of the creek. With this purchase, the original bounds of the eventual mill tract were fixed.

Around the same time, a farmstead was established on the east side of Smithville Road. A two-story, three bay brick house was erected circa 1750 by Ezekiel Wright. The house was extant by 1771, when Wright set aside a two-acre parcel including the house in his will for his widow Rebecca, to be shared equally by their four sons upon her death. The farmhouse and surrounding land were purchased during the late nineteenth century and incorporated into the industrial village of Smithville. The building still stands on the property and is the earliest surviving non-archaeological historic resource in the Smithville Historic District. It is a good example of a patterned brickwork house, which was important in the architecture of southwestern New Jersey in the eighteenth century; however, it is also an unusual example because the only elevation that was ornamented with pattern work was the west gable end. This elevation features Flemish checker, the most widely used ornamental pattern, while the south façade features plain brickwork. The unusual placement of the pattern work in this house, facing the nearby road (modern Smithville Road), demonstrates the intent of the builder to place the fanciest masonry in the house where it would be most visible.

Early Industrial Development: Parkers' Mills and Shreveville

The eighteenth century saw increased development of sawmills and other water-powered industries throughout the region. In 1776, Jacob Parker purchased a 37-acre portion of the old Daniel Gaskill property, which included both banks of the creek. Four years later, Parker petitioned the state legislature for permission to build a dam on his property and commenced with construction. Parker established his grist and sawmill operations at the site and built a residence for his family north of the creek. Although Parker was initially successful, he soon became embroiled in a controversy with his neighbors over the legality of his dam and mill operation. The lengthy lawsuits with his neighbors and John Mullen, the miller who operated his gristmill, led to Parker's bankruptcy and the sale of his property at sheriff's auction in 1802.

A gristmill continued to operate at Parkers Mills, as the property was known, under varied ownership during the early nineteenth century. The original structure was replaced in 1816, when owners William Roberts and Charles French constructed a new gristmill on the same site. The sale of the property in 1831 to brothers Jonathan Lippincott Shreve and Samuel Shreve resulted in significant changes to the area, however. The

Shreves set out to establish a textile factory complex at the site, and by 1850, Parkers Mills had been transformed into Shreveville, a self-sustaining cotton mill village.

The textile industry in America emerged first in New England and the Mid-Atlantic during the latter decades of the eighteenth century and grew substantially in the decades following the War of 1812. Mills of the era were dependent on water power for their machinery; thus, many factories were established in rural areas. The remote locations required significant investment from owners, however, who had to build not only the mill and related infrastructure but also housing for employees. The types of housing varied according to the company's hiring practices: some provided small cottages for families of workers, while others built dormitories and boarding houses for single employees. Out of this necessity emerged a paternalistic system, in which employers strove to attract and keep employees by maintaining personal relationships and providing amenities beyond merely housing in the mill villages they built (Blythe 1999; Garner 1992; Leynes 1993).

The Shreves had gained experience in the textile industry at the Trenton Calico Printing Manufactory, which was founded in 1820. Calico printing was a relatively uncommon industry in New Jersey, and the precise nature of the Shreves' involvement with the Trenton works is unclear. The company appears to have closed around 1829, however, and soon after the Shreves purchased the Parker Mills in Burlington County (Hunter et al. 2009:68). They proceeded to build a calico printing works on the property, as well as worker housing and a manor house for themselves. Mills for spinning and weaving cotton were added later. In the 1840s, the Shreves began manufacturing cotton thread; at least one contemporary source reported that "the 'Shreveville Thread' is superior to all other of American manufacture'" (*New Jersey Mirror*, 24 July 1856:3).

By around 1845, the Shreves had invested about $250,000 in the mills and village, which they named Shreveville. The factories employed more than 200 workers. The Shreves also owned and financed operation of the old gristmill, employing brothers Abraham and Jacob Claypole as millers. Although relatively little documentation regarding the Shreves' business survives, the R.G. Dun & Co. credit reports[2] provide glimpses into the business and its eventual decline. In 1846, the Shreves were described as "heavy capitalists, large extensive business in the manufacturing line, wealthy men" (R.G. Dun & Co. Credit Report Volumes, Harvard Business School, Baker Library, Boston, Massachusetts [RGD&Co] 1846: Vol. 6:98). Five years later, the credit report indicated that "J.L. & S. Shreve are rich men, shrewd, prudent, successful & managing in business, large capital & unquestionably good" (RGD&Co 1851: Vol. 6:98).

Yet, despite the prudence and management skills of its owners, the Shreves' textile mills faltered in the years that followed, victims of a recession in the nation's textile industry in the 1850s. In March 1854, the Shreves began mortgaging their property, with the largest loan of just over $48,012 from their brother Benjamin

[2] The R.G. Dun & Co., predecessor of Dun & Bradstreet, maintained credit records on industries throughout the nation from 1841 through the 1890s; their reports are preserved at the Baker Library of the Harvard Business School. The report entries employ shorthand and extensive use of abbreviations. For clarity, most abbreviations contained in the credit reports have been spelled out in the quotations used herein, except where the meaning is evident. The records are not for publication or reprinting.

Shreve of Medford. The following month, R.G. Dun & Co. received a telegraph indicating that the business had failed. According to the report: "Their works are still running but they have notified their principal creditors that they cannot pay. What course they will pursue is not known. As yet there are no judges vs them (RGD&Co 1854: Vol. 6:98). In April 1855, the mills were reportedly "not in business," but by November they were reportedly "on their feet again… the general opinion is that they will fully recover" (RGD&Co 1855: Vol. 6:98). The R.G. Dun & Co. reports further stated:

> And the whole property was sold subject to mortgages upon it and was purchased by a brother named Benjamin Shreve…Since that time J.L. [and] S. Shreve have continued to reside there and to the casual observer seem to have the same control & authority over the whole business which they had before their failure but business I understand is conducted in the name of Benjamin J. Shreve, a son of S. Shreve…quite a young man from what I have heard (RGD&Co 1854: Vol. 6:98).

The degree to which production recovered is unclear, but it was presumably short-lived; this entry in the R.G. Dun credit records was the last related to the mills in Shreveville. Samuel Shreve died in July 1856, and shortly after the property was offered at public sale. At that time, a plan of the Shreves' 50-acre property was prepared (attached). The drawing provides a detailed snapshot of the village just prior to the mills' closure and abandonment. The cotton mills and associated industrial activities were concentrated on the south side of the creek, while the dwellings, store, and support structures were located on the north. The worker housing included 20 buildings arranged along three streets extending in an east-west direction across the northern end of the property, as well as 3 additional dwellings near the creek. The buildings varied in size and layout: three-story brick duplexes lined the northernmost street, while the remainder were a mix of duplexes, single-family homes, and larger buildings containing four housing units each.

The Shreves' mansion was located to the east, on the "Road to Mount Holly" (present-day Smithville Road). The two-and-one-half-story brick building is a striking example of the Greek Revival style as applied to a nineteenth-century Burlington County brick house. Its architect/builder is unknown, but its distinguishing features include rigid symmetry, low-pitched roof with widow's walk, frieze-band windows with Greek key details, and partial-width porches with Doric columns. The building's east elevation, which fronted the road, imparted a temple-like appearance through the use of colossal brick pilasters. The mansion's grounds included a "fruit garden" and several outbuildings on the building's north side.

The village included both a school, located on Smithville Road north of the mansion complex, and a store. The latter was located near the old gristmill, which continued to operate throughout the Shreves' ownership of the property. An assortment of structures designed to support the village population, including a slaughterhouse and smokehouse, were situated in the vicinity of the store and gristmill.

South of the creek, two industrial complexes sprawled across the landscape. An office was located near the road in the northern complex, which included two, four-story brick factory buildings and an attached structure containing the engines and boilers, as well as a turning mill, sawmill, and blacksmith shop. Farther south was the calico printing complex. This, too, was a multi-component complex with a bleach and wash house, printing rooms, and two dry houses among the primary features.

The 1856 public sale attracted no buyers, and the following year Jonathan Shreve passed away. With both brothers dead, the property went into foreclosure, and in 1858 it was offered at a sheriff's sale. A contemporary newspaper editorial condemning American trade policy reported on the decline of manufacturing at Shreveville:

> There is to be an immense sale of property by the Sheriff of Burlington Co., N.J. … All the extensive mills, factories, printworks, and the whole village of Shreveville…are to be sold under foreclosure. There is an elegant mansion and twenty dwelling-houses, beside the water-power of the Rancocas, and in fact a group of improvements on which an immense amount of money has been expended… But though for many years [the owners] have manufactured about the best article of spool cotton ever made in this country, yet they had to struggle on under all the disadvantages of competition with British capitalists, who, under the benign influence of free trade, drove our own manufacturers to the wall. The once flourishing village around these extensive works became silent and idle under the crushing blight, and now, when manufacturing in so many other places is stagnant, it is absolutely desolate (*New York Daily Tribune*, 29 September 1858).

Benjamin Shreve, the brother of Samuel and Jonathan, purchased Shreveville at the sheriff's sale in 1858. Although the village was reportedly abandoned and virtually forgotten until after the Civil War, there is some indication that the cotton mills may have been leased to James Tread, a manufacturer of cotton yarns, around 1860. No additional information about Tread or the business was located during the course of research to confirm or deny this association. Shreve did continue to lease the gristmill at least to 1860; in that year, the *Trenton State Gazette* reported that the "grist-mill at Shreveville…was destroyed by fire, on Thursday night… The loss is estimated at $6000 to $7000" (*Daily State Gazette and Republican* [DSG&R] 25 May 1860). Jacob Claypole and Edward Githens were the millers at the time. The gristmill, which was described as "in ruins" after the fire, was apparently rebuilt, as the gristmill was again destroyed by fire in 1863 (Bolger 1980b:234; DSG&R 25 May 1860).

Hezekiah B. Smith, Industrialist & Inventor

In December 1865, Hezekiah Bradley Smith (1816-1887) purchased the abandoned industrial complex and village at Shreveville. A Vermont native, Smith apprenticed as a carpenter and spent a number of years at the family home near Bridgewater running a carpentry shop before moving to Manchester, New Hampshire in 1846. He took with him his new bride, Eveline. The Smiths' first child, Ella, was born in the same year, but an outbreak of Scarlet Fever in Manchester in 1847 led Eveline to take their child and return to her parents' home in Vermont. The Smiths would have three more children over the next seven years but maintained separate residences throughout their marriage.

In Manchester, Smith acquired experience in a machine shop, founding his own business in 1847. He set about designing woodworking machinery, acquiring his first patent in 1849. His innovations included the use of iron for the entire machine, which resulted in a more stable design than the wood-frame machines that had preceded them (Vintage Machinery 2014). After setting up shop for a time in Boston to sell his patented

machinery, Smith moved in 1851 to Lowell, Massachusetts, where he continued to work on new designs. He applied for and received nine additional patents for woodworking machinery between 1854 and 1866 (Vintage Machinery 2014).

When he purchased the abandoned village of Shreveville in 1865, Smith intended to relocate his business from Lowell. The appeal of the Burlington County site stemmed from its proximity to the markets of Philadelphia and New York, which had been made more accessible by the completion of a rail line through the area in 1861. But the impetus for the move came in large part from his desire to remove himself further from his wife and children in Vermont. This latter rationale provided one of the more colorful aspects of Smith's story, as he brought with him to New Jersey his second wife, Agnes Gilkerson, whom he had married without benefit of a divorce from the first Mrs. Smith.

Agnes Gilkerson Smith

Returned

Gilkerson was a millhand working in Lowell when she met H.B. Smith. Born in Barnet, Vermont, in 1838, Gilkerson was among the thousands of young women who migrated from their family farms to work in the textile factories of Lowell during the early to mid-nineteenth century. Lowell's appeal to unmarried farm girls stemmed from the opportunity to gain independence from their families through work in the mills, earning their own income and experiencing the amenities of urban life. They typically migrated to Lowell as part of larger kinship networks, and most returned home within a few years (Dublin 1979:40-41).

Although the identity of the women forming Gilkerson's kinship network is unknown, she reportedly met Smith through mutual acquaintances soon after arriving in Lowell at age 16. After a brief stint working in the mills, Gilkerson went to work for Smith as a secretary in his machine shop, her responsibilities including the preparation of advertisements and mailings to customers. Within a few years, she had returned to school in Lowell, likely with Smith's financial backing.

Upon graduation in 1858, Gilkerson moved to Philadelphia to attend the Penn Medical University. The University had been founded five years earlier by Dr. Joseph S. Longshore with the support of Lucretia Mott, Horace Mann, and other prominent social reformers. Unlike many medical schools of its era, the University accepted both male and female students (Haller 2005:140-141). Gilkerson stayed with John P. Kelley, who ran Smith's Philadelphia office, while in school. She graduated in 1861 with a Doctor of Medicine degree, majoring in Chemistry.

Gilkerson returned to Lowell after graduation. She and Smith shared an apartment, and she practiced medicine while he ran his machine shop. The 1865 Massachusetts census recorded their household as comprised of an unmarried 48-year-old machinist and a single 26-year-old housekeeper (Massachusetts State Census 1865). The entry is noteworthy, as Smith still had a wife and four children in Vermont. It is unclear why Gilkerson's occupation was reported as a housekeeper rather than doctor, although it may have been an effort to conceal the inappropriate relationship.

Industry and Invention at Smithville

When H.B. Smith and Agnes Gilkerson arrived in New Jersey in 1865, they presented themselves as a married couple. The village of Shreveville had been abandoned for nearly a decade when the Smiths acquired the property; not surprisingly, its factories, houses, and related buildings were in a deteriorated condition. Changing the name to Smithville, they set out to convert the old cotton mills to produce Smith's woodworking machinery. The Smiths and many of their workers resided in the mansion house while the factory buildings were rehabilitated for their new use and the water works were renovated. The latter included an expansion of the mill pond, resulting in the inundation of the lower part of the Shreves' factory complex.

In 1881, Philadelphia mapmaker Ernest Hexamer completed a survey of the factory complex. The survey (attached) provides a detailed illustration of the complex as it appeared more than 15 years after the Smiths' purchase. The largest buildings were the two three-story machine shops at the western edge of the site. These were adaptations of brick factory buildings from the Shreve period. The office at the north end of the complex had been expanded considerably by 1881, and new construction along the eastern part of the site included an iron foundry and moulding room, as well as numerous structures for storing and cleaning castings. Additional store rooms were located south of the machine shops, and one-story lumber sheds were situated at the far southern end of the site and east of the Rancocas Creek.

A newspaper account published around the same time described the industrial plant:

> [Smith's] establishment consists of a four-story machine shop, with facilities to employ upwards of 150 men; a very large pattern shop, to accommodate 20 or 30 hands; a foundry for 40 or 50 more, and a blacksmith shop with five fires, with two men to each, and the building with offices, post office, and newspaper office, the whole forming a square of 200 feet, with a courtyard in the middle. There are at present about 125 men employees in the works (quoted in Bolger 1980b:137).

Smith's woodworking machinery remained in high demand in the decades following the business's relocation from Lowell to Smithville. The earliest R.G. Dun & Company credit report for the Burlington County plant, dated August 1868, indicates that Smith "owns considerable real estate, credit good, doing large business" (RGD&Co 1868:201). Four years later, the report noted that Smith "is making money fast and said to be worth at least $100,000" (RGD&Co 1872:201). By 1877, his personal wealth was about $300,000; in today's dollars, $6,890,000 (Measuring Worth 2014).

In the first few years at Smithville, Smith's efforts focused on producing the machinery for which he already held patents rather than inventing new machinery. By the early 1870s, however, his attention had returned to developing new ideas for woodworking machinery. In 1871, Smith exhibited six woodworking machines at the American Institute of the City of New York, receiving a first premium, second premium, and four honorable mentions (American Institute 1871:44-45). He also exhibited at the Centennial Exhibition in Philadelphia in 1876. Smith received his first patent at Smithville in 1873, and numerous new patents were awarded in the decades that followed (Barth 2013:176-177; Vintage Machinery 2014). Although early

patents bear H.B. Smith's name, later improvements were credited to Smith's staff, including John Saltar, Jr., Joseph J. White, William S. Kelley, and James L. Perry.

This collected group of individuals formed a sort of "invention factory" in Smithville from circa 1875 to 1910. During that period, more than 20 patents were awarded to Smith and his staff. Although certainly not comparable in size, scale or influence with the invention factory of Thomas Edison at Menlo Park, Smith's innovations nevertheless place him within a class of "independent inventors" who "customarily worked with a few assistants, mostly craftsmen, and in small laboratories or workshops that they designed and owned" (Hughes 1989:21). These inventors were also entrepreneurs, establishing companies to produce and market their inventions (Hughes 1989:22). Contemporary New Jersey inventors whose careers mirrored that of H.B. Smith included Oberlin Smith of Bridgeton, whose company Ferracute manufactured presses and dies (Cox and Malim 1985).

John Saltar, Jr., was among the first engineers that Smith brought to work in Smithville. Born in Illinois, Saltar earned his civil engineering degree from Rensselaer Polytechnic Institute in 1867. He came to Smithville in 1874 as a designing engineer and remained for five years. During that time, he collaborated with Smith on a design for a rod and dowel lathe (Patent No. 189,510) and received a patent for an "improvement in loose pulleys" (Patent No. 202,667). Saltar later returned to the Midwest, where he worked to develop the gas engine (Powell et al. 1906:793-794; Vintage Machinery 2014).

Perhaps the most prolific of Smith's assistants during his lifetime was Joseph J. White. A Burlington County native, White is best known as a cranberry grower associated with Whitesbog, New Jersey. His interest in mechanical engineering led him to Smithville in 1875, where he earned seven patents for diverse inventions. These included a chain making machine, belt shifting pulley, and two hoists. White became a general manager of the plant in 1878 and was an officer in the H.B. Smith Machine Company after its incorporation in 1878 (Vintage Machinery 2014; Whitesbog Preservation Trust 2014).

Another noteworthy associate of Smith's was William S. Kelley, who became vice-president of the company after its incorporation and was largely responsible for the firm's day-to-day operations. Kelley came to Smithville with experience in the manufacturing of woodworking machinery, having worked for a competitor, the J.A. Fay Company of Cincinnati. Despite his background, however, Kelley's six patents for the H.B. Smith Machine Company were all related to the bicycle (Vintage Machinery 2014). The company expanded its production into new arenas following its incorporation in 1878, and the "Star" bicycle was among its first and most important new products. Designed by George W. Pressey of Hammonton, the Star featured a smaller wheel in front of rather than behind the larger one, thus lending the structure greater stability. The bicycle also employed a treadle drive mechanism in lieu of a crank drive. The product was a successful one for the company and led to further research and development into bicycle transportation, including a steam-powered bicycle and a kerosene-burning tricycle, although the Star was by far the most successful product.

Although the Star bicycle met with success, woodworking machinery remained central to the company's production and development efforts. In 1883, the H.B. Smith Machine Company was reportedly the "most extensive manufactory of wood-working machinery in the United States" (Woodward 1883:313). Even after Smith's death in 1887, the company continued to attract innovative mechanics and engineers. James Lyman Perry was one such inventor. In 1877, Perry had received his first patent for a drum sander, and he operated several companies of his own before arriving in Smithville in 1898. There, he was granted a patent for the first endless-bed triple drum sander, a product that would become a mainstay for the H.B. Smith Machine Company (Vintage Machinery 2014; Wood Craft 1911:88).

Building a Model Industrial Village

Smith's ability to attract and keep skilled, inventive mechanics and engineers in his employ was due in part to the model industrial community he created at Smithville. His vision was shared by his wife Agnes, and together they built a self-sufficient village that provided not only quality housing but also social, leisure, and recreational activities for employees and their families. As described by Bolger: [Smithville] was neither a utopian experiment nor an exploitative "company town." It was based on rather simple nondogmatic principles of the proprietor's responsibility and fairness toward his employees (Bolger 1980a:77).

No plans outlining the Smiths' vision for the village survive, if in fact any ever existed. The couple's years of residence in Lowell undoubtedly influenced their vision, however. The companies that developed Lowell provided extensive housing, both in the form of boardinghouses for single workers and houses for married operatives (Dublin 1979:75). Although the Smiths were resident in Lowell during a period of transition in the city's industrial history, when immigrant labor began to replace native workers in the textile factories, the early company housing system was still prevalent (Dublin 1979:6-7). Of course, Lowell was hardly the lone example of a paternalistic company town, as evinced in the existing village of Shreveville; however, it likely served as a primary influence on the Smiths, given their firsthand experience residing in the town.

After spending the first few years establishing the business, the Smiths began to work on the infrastructure of the community itself. The brick houses from the Shreve period were retained, and construction of 10 new frame houses on Park Avenue fronting the creek began in 1869. Most of the two-story residences were duplexes, with either five or nine rooms each. Mechanics House, a four-story, mixed-use building containing retail spaces on the first floor and about 30 rooms for boarders in the upper floors, was also constructed at this time. By 1870, the existing village housing could accommodate about 250 people.

Several community buildings were also erected around this time. At the northeast corner of the mansion grounds, a brick schoolhouse was built for village children, replacing the earlier school built by the Shreves. According to Bolger, it was "the first major public meeting house in the village and was most notably used by the Smithville Lyceum" (Bolger 1980b:113). The Lyceum was a popular social organization that featured debates as well as other educational programs and entertainment. A gazebo in the park by the creek provided another entertainment venue during the 1870s, playing host to summer concerts by the village's 20-piece

brass band. In 1875, an addition to Mechanics House was completed to provide the band an indoor auditorium. The Opera House offered a variety of shows and concerts for employees.

Also during this period, a Methodist church was built south of the millpond. The first Methodist meetings had been held in the old Shreveville schoolhouse in 1837, but the congregation struggled with the demise of the Shreves' cotton mills and subsequent loss of the village population. The church experienced a revival with the opening of Smith's machine works, however, and in 1877 the existing building was erected. Although the Smiths' involvement is undocumented, it seems likely that they contributed toward its construction (Woodward 1883:315).

Another major component of the Smiths' vision for Smithville was a farm to provide essential foodstuffs to the community. During the 1870s, Smith acquired some 300 acres of property around the village and incorporated it into a single farming operation. The farm was one of the largest in Burlington County and produced a variety of meats, vegetables, and dairy products for use in the village. In 1878, Smith began construction of "workers' quarters, a three-story grain house, equipment sheds, a 400-foot frame barn, a large brick stable, a three-story brick grain mill, and an observation tower" across the street from the mansion (Bolger 1980b:140). The design of the structures was unusual: the walls were constructed of brick, and iron posts supported the roofs, which were assembled from 3-foot wide cast iron plates.

A contemporary view of the farm and village is shown in the accompanying figure. A reporter for the *True American* described Smithville in 1877:

> [The Smiths'] private residence, which is near the works, is a commodious and handsomely-furnished house, lighted by gas made on the place, with a billiard and card room, with grounds enclosed with a six-foot brick wall, marbleized in and out, and topped with gilded spears… Mr. Smith owns a farm of about 450 acres, most of which is highly cultivated, and employs six farmers, each occupying a separate house… [T]here are on and about the place, 50 other houses which are occupied by Mr. Smith's employees at a moderate rent. There is also a large boarding hall… which has two large halls, one 60 feet square… used as a theatre or ball room; the other… occupied by a brass band of 20 pieces, to rehearse in, also for general entertainments.
>
> [Mr. Smith] is, indeed, owning lands as he does, all around him, to the area of about a mile, including the Smithville depot, post office and Methodist chapel, '*master of all he surveys,*' and what may be termed one of the wealthiest men in the State (quoted in Bolger 1980b:137-38).

A decade later, a reporter for the *Trenton Evening Times* noted:

> Great factories, whose red brick walls are dark with the smoke from the furnaces which glow within, winding roadways which lead past the homes of the operatives, a tortuous creek, reflecting from its calm, clear surface the stately, solemn pines on the banks, the great mansion of the owner of the town situated like a feudal castle with its clustering dependencies – such is Smithville in this year of grace, '87 (Soames 1887).

Labor at Smithville

The Smiths' vision of a model industrial town extended beyond the physical environment, however, and company employees benefited from the Smiths' progressive labor practices. The company offered a 64-hour work week, which was good for its time, and the factories were closed after 5:00 p.m. and on Sundays, providing family time for workers. Wages were competitive, and housing, food, and other necessities were offered at cost to employees. Furthermore, the company employed no women or children under the age of 16.

H.B. Smith considered himself part of the brotherhood of mechanics who worked in his factories and lived in his village. He spoke with eloquence of the importance of these workers to the progress of America:

> Now what has the mechanic done? We can scarcely turn our eyes without seeing something that he has done for the benefit of mankind, but when we stop and look at his great inventions, the telegraph, the steam engine, the sewing machine, the reaping and mowing machines, the telescope, the microscope, the printing press, wood working machinery, and the thousand and one productions of his fertile brain, it seems to me fellow mechanics, that we have no call to feel inferior to professional men (quoted in Bolger 1980b:129).

An extension of the value Smith placed on the mechanics' trade was an apprenticeship program in the factories, which provided education and opportunity to youth within the community and beyond. Although skilled craftsmen like machinists had long utilized apprenticeships to pass along their knowledge, the industrial revolution had changed the system from one of unpaid servitude to a single master to one of low-wage compensation for training in a factory. Nevertheless, the machinist apprenticeships were highly sought after, as the training ensured work in a field with high demand (Rorabaugh 1986:140-141).

Federal census records provide a window into the apprenticeship program at Smithville. In the 1870 census, 16 male residents reported their occupation as "apprentice to machinist." Most were 16 to 20 years old, although the group included individuals as young as 14 and as old as 25. The apprentices were overwhelmingly native-born, with over half from New Jersey and only three born overseas. None were the children of company employees, however. This fact, surprising at first glance, can be explained by the youthful makeup of the village population at the time. In 1870, the average age of men in occupations clearly associated with the machine works (e.g. "machinist," "moulder in iron foundry") was 29.6 years old; only 5 of the men were over the age of 40 and therefore likely to be the parent of a teenager. The company's oldest resident machinist, 54-year-old Aaron N. Whitney, had 2 sons employed in the factory, suggesting that the children of employees were welcomed into the company when they came of age (United States Bureau of the Census [US Census] 1870). The data in the 1880 census supports this theory, as a number of households reported both fathers and sons employed in the works (US Census 1880).

Interestingly, none of the young men who reported their occupation as "apprentice" in the 1870 census were living in Smithville a decade later. After completing their training, they had all moved on to jobs elsewhere by 1880. Nevertheless, the training of young men as machinists continued at Smithville, at least through

H.B. Smith's lifetime. The extent of the program is more difficult to quantify in later years because census data does not include the designation "apprentice" for occupations; however, an analysis of the data from 1880 indicates that 33 young men between the ages of 15 and 20 – i.e., the same age as those designated as "apprentice" in the earlier census – were then employed in the factory as machinists, molders, and other similar occupations. Nearly twice as many men age 21 and older were employed at the same time, with an average age of 32.3 years. The total number of men over the age of 40 had increased substantially by 1880, to 13 (US Census 1880).

This data is consistent with that contained in the 1884 report of the New Jersey Bureau of Statistics of Labor and Industries. The report provides a glimpse into the Smithville labor force at the time, which numbered 268 workers, only 8 of whom were women. Machinists were by far the largest group, with 140 men thus employed, compared to 40 core makers and moulders. Weekly wages for both groups ranged from $12 to $15 per week. Both groups also employed apprentices: 20 were machinists, and 10 were moulders. Smith's apprenticeship program was among the largest in the state in any industry, comprising more than 11% of the company's workforce (New Jersey Bureau of Statistics of Labor and Industries 1885).

Smith's confidence in his employees was evident in the incorporation of the H.B. Smith Machine Company in 1878. Smith remained the primary stockholder and controlled most aspects of the business during his lifetime, but he divested stock to company men like Joseph J. White and William S. Kelley, both inventors at Smithville; Bradford W. Storey, longtime employee and shop superintendent; Charles Chickering, company secretary; and George A. Lippincott, the head master mechanic. The promotion of these men to shareholders demonstrated Smith's belief in their abilities to manage the business after his death.

Perhaps the clearest indication of the Smiths' interest in and commitment to their skilled workers was contained in H.B.'s will. Prior to her death from cancer in 1881, Agnes encouraged H.B. to leave his estate for the betterment of future generations. Both H.B. and Agnes had been inspired by the work of Alexander Stephens, who shared his interest in educating young men during a visit to Smithville in 1879. With that in mind, H.B. determined to establish a school for young mechanics, combining a classroom and machine shop education, on his estate after his death. This decision fit with a national trend during the late nineteenth century of replacing apprenticeship programs with formal schooling (Jacoby 1991:892-893). Although his vision was never realized, it serves as further proof of the Smiths' interest in creating an ideal workers' community.

Agnes Smith, Doctor and Editor

By all accounts, Agnes Smith wielded significant influence over her much older husband. Excerpts from witness testimony during the litigation of H.B.'s estate following his death attest to the beauty, intelligence, and social graces of the second Mrs. Smith:

> One witness describes her as she appeared to him in 1878, in this language: "She was one of the most elegant entertainers and the finest hostess I have ever met in my life; a lady of great ability; a fine

> conversationalist; a well disposed looking lady; as fascinating a woman as I almost ever came in contact with." And another witness says: "She was a woman I would consider decidedly intellectual above the average, very brilliant in conversation, quite spicy, and altogether a very fine looking and fascinating lady" (Atlantic Reporter 1893:13).

Undoubtedly, her life experience and education set her apart, from other women of her era and particularly from the other women who occupied Smithville village. It is unknown to what extent she practiced medicine; census records did not report her occupation as doctor but as "keeping house" (US Census 1870, 1880). The absence of other doctors in the community suggests the strong likelihood that she tended to the ill and injured in Smithville. She also put her expertise in chemistry to use in developing medicinal products, including "Madam Smith's Celebrated Hair Restorer and Beautifier." These products reportedly provided her with a considerable income.

Always opinionated, Agnes Smith attended meetings of the Smithville Lyceum with her husband and contributed to the *New Jersey Mechanic*, a weekly journal published in Smithville beginning in 1870. The paper offered news and information of interest to woodworkers both in the village and across the nation. Agnes was actively involved in the publication, writing articles on topics ranging from contemporary labor issues to medical advice for women. The Smiths initially hired an editor to publish the paper, but he was replaced by Agnes in July 1872 after the two clashed regarding labor issues. Although female journalists, and even editors, were not unknown in postbellum America, they were certainly uncommon. Agnes's work was appreciated by at least one contemporary publication, *The Manufacturer and Builder*, which noted that the *Mechanic* was "devoted to mechanics, science, and general literature, and is very ably edited by Mrs. A.M. Smith. It is a highly useful publication, and contains a great variety of instructive matter" (The Manufacturer and Builder 1879).

H.B. Smith, Politician

The late 1870s were a time of peace and prosperity for the Smiths. The company continued to thrive despite a nationwide economic downturn, and in 1874, Smith was reportedly "doing a large and flourishing business" (RGD&Co 1874:201). With the village development nearing completion, Agnes focused her energies on medicinal products and the *New Jersey Mechanic*, while H.B. centered his activities on the business and his political aspirations. In 1876, he made his first bid for public office, as the Democratic candidate for United States Congress. He fell 530 votes short in the election but ran again two years later as the candidate of both the Democratic and Greenback parties, this time with success. The celebration was short-lived, however, as stories of Smith's two marriages emerged in the press in the weeks that followed. The scandal attracted national, and even international, attention. Smith's reaction was complete denial of ever having been married to his first wife Eveline, and the furor eventually blew over. The Smiths moved to Washington in 1879.

Smith served only one term in Congress, losing his reelection bid in 1880. His brief tenure was unremarkable, although "he was true to his goal of being a representative who addressed those issues for

which experience had qualified him and who remained above any improper influence" (Bolger 1980b:146). One of those "issues for which experience had qualified him" was protecting the interests of American inventors. In 1880, he advocated on the House floor for appropriations to publish U.S. Patent Office records. According to Smith:

> By this mean policy of obliging inventors to grope in the dark the country perhaps loses both inventions and inventors. What our inventors want and should have is a condensed description of every patent ever issued. There should be enough of these published to allow every inventor to have access to them (quoted in Bolger 1980b:148).

In 1882, Smith would again find himself candidate for public office, this time, the New Jersey Senate. He served one term but did not run for reelection.

The H.B. Smith Company and the Star Bicycle

As noted previously, the H.B. Smith Machine Company diversified production after its incorporation in 1878, with the Star bicycle its most important new product. The 1870s and 1880s were the heyday of the high-wheel bicycle, or "ordinary," in America. The ordinary was popular with wealthy young men, who formed clubs and raced their bicycles; its high-wheel design virtually prohibited its use by unathletic men and by women constrained by contemporary dress codes. Riding the ordinary carried with it an element of danger, as accidents typically resulted in a headfirst fall over the front wheel (Wilson 2004:17-22).

The design of the Star bicycle attempted to address the issue of headfirst accidents by moving the small wheel in front and giving it the steering function. The Star also differed from the ordinary in its use of a treadle drive mechanism rather than a crank drive (Wilson 2004:22). The bicycle was invented by George Pressey of Hammonton, who first demonstrated his prototype to representatives of the H.B. Smith Machine Company at Smithville in 1880. The same year, the parties contracted to a manufacturing agreement, and Pressey moved to Smithville to refine the bicycle's design for production.

Pressey completed his design in 1881, but he frequently clashed with the company over subsequent modifications and improvements as it moved into production. His original design met with limited success; however, a modified version developed by William Kelley, patented in 1885, was a great improvement over the original and achieved popularity among riders (Hadland and Lessing 2014:34). During the 12-month period beginning in September 1882, the company produced 38 Star bicycles; the number increased to 237 over the following year (Gabriele 2011:34-35). Pressey would later sue the H.B. Smith Machine Company for royalties on the Star bicycle (New York Times 4 June 1887).

The H.B. Smith Machine Company continued to experiment with the designs during the late nineteenth century in an effort to address the safety issues of contemporary bicycles. One approach tried by many manufacturers, including Smith, was adding a third wheel to improve stability. This had the added advantage of making the vehicle accessible to women and less athletic men (Wilson 2004:20-21). In 1887 and 1888, the H.B. Smith Machine Company offered tricycles in their product line. A Smith tricycle, as well

as a Star and a Pony Star (a smaller version of the Star), are preserved in the Smithsonian Institution's National Museum of American History in Washington (Smithsonian Institution 2014).

Bolger indicates that the decline of the Star bicycle's popularity began around 1886 due in large part to the emergence of the modern safety bicycle. Kelley worked on a safety bicycle design, which was produced by the company, but never with the success of the Star. Nevertheless, newspaper and journal advertisements and notices suggest that bicycle development and production continued at least through the 1890s. A notice published in *The Iron Age* in December 1892 indicated that the company:

> make[s] only high-grade wheels and sell[s] them largely through agencies, while at the same time they have direct trade with riders who have machines made to order, sometimes embodying little conveniences of their own. Their line of wheels for 1893 include the Rover Star with hollow frame and pneumatic tire, the new Diamond Frame Lever Safety, in two styles, the Special Pony Star, and the Lady's Lever Bicycle with cushion tires (*The Iron Age* 1892).

The H.B. Smith Machine Company also manufactured bicycles for other designers. In 1897, it began production of chainless bicycles for the Howard Chainless Cycle Company of Newark. Incorporated two years earlier, the Howard company's Newark plant reportedly could not meet the demand for its products (*Trenton Evening Times*, 30 December 1897). The Smith company continued to produce Howard chainless bikes through at least February 1898 (*The Age of Steel* 1898b).

During the same period, the company continued to manufacture woodworking machinery, but its creative energies were focused on vehicles: bicycles, tricycles, and even a flying machine. Perhaps of greatest interest was a steam-powered tricycle. H.B. Smith was directly involved in its development, which began in 1886, although it is not clear how much of the design was his own. The patent for the vehicle was not awarded until after H.B.'s death in 1887, however, and it was never manufactured by the company. A reporter for the *Trenton Evening Times* described the H.B. Smith Machine Company during this period:

> Smithville and bicycle have come to be synonymous terms. Here in the great factories are made the "Star" pattern of "machine," those steel horses, which with their riders will spin o'er beaten highways, cut their course through sandy roads, or drive their impetuous advance along stony streets.…[Y]our correspondent "toured" the establishment. In one shop were the great steel rims; there the long strands of rubber for tires. At benches sat men who fastened spokes into the hub, whilst others made the complicated axles. There were, too, the great polishing machines and a room where electro-plating with dynamos was done. Then, again, in another portion of the works wood-planing machines and apparatus for casting iron and queer inventions for locomotion were to be seen. Altogether Smithville is a machinists' paradise (Soames 1887).

H.B. Smith's Final Years

While the Star bicycle was still in its earliest stage of development, Agnes Smith died of cancer in January 1881 at the age of 42. H.B., then 64 years old and near the end of his first and only term in Congress, was devastated by her death. The loss of Agnes's influence and the changing production focus of the company played out upon the landscape of Smithville in the years that followed. The farmland, which had been

operated by the company from the time of its acquisition, was now leased to individual farmers, and the gristmill on the property was closed. As interpreted by Bolger, these acts indicated "the abandonment of the full industrial-agricultural plan that had been developed" to that point in the village (Bolger 1980b:156). Other changes included the installation of a billiards room and tobacco shop in Mechanics Hall in a meeting room formerly used by various community improvement organizations.

Smith also embarked on a period of construction at the mansion after Agnes's death. Beginning in 1881, he oversaw construction of additions between the old ice house/root cellar building and the barn on the northern limit of the property. These additions included a new billiard building with vaulted ceiling, bar, card room, and bowling alley. Often referred to as the casino or political annex, the rooms were used by Smith to entertain his political allies. During this period he also assembled a zoo on his property and built a conservatory on the southern side of the gardener's house. As with the construction at the farm complex, Smith designed the additions himself, and the construction incorporated 12-inch thick brick walls and iron roofing components.

In 1883, the village remained a model company town:

> [T]he Smithville of to-day knows only peace and prosperity. Its population sober, law-abiding, and industrious, it has its numerous, most comfortable, and attractive homes. Its extensive boarding-house, its store, its public hall, its library and reading-room, its fine building and grading school, and its one church edifice (Methodist), all is the outgrowth of its large manufacturing interests, giving proof, too, of vast energy with its crown of success (Woodward 1883:313).

Shortly after, Smith completed the last of his construction projects in the Smithville. In 1886, he oversaw construction of new housing in the lower part of the village, south of the creek along Forest Avenue. The dwellings were two-and-one-half-story, frame double houses, traditional in design. The zoo area was also extended around this time.

Smithville under the H.B. Smith Machine Company

H.B. Smith died at home in 1887. In his will, Smith left his estate in trust "to be used in establishing and constructing a school for apprentices and young mechanics." Smith's first wife and children contested the will, however, miring his estate in the court system for a decade. In the meantime, a board of trustees continued to operate the H.B. Smith Machine Company and manage the village property.

It was during this era that the Mount Holly and Smithville Bicycle Railway Company constructed a bicycle railway to link Smithville with Mount Holly, where a growing number of the Smith Machine Company's employees lived. Invented by Arthur E. Hotchkiss, the bicycle railway was conceived to transport riders at speeds up to 18 miles per hour. The railway had an upper rail, upon which the rider sat between two wheels, and a lower rail, where a third wheel provided balance. The bicycle was propelled forward by the rider pumping the pedals up and down, rather than in a rotary motion. Both one- and two-seat models were developed. Novel in concept, the railway had practical limitations that ultimately led to its demise: riders

traveling at different speeds could not easily be accommodated, and a second rail was needed to permit transportation in both directions. The railway opened in 1892 and operated until 1898. Although bicycle railways were also constructed in Atlantic City, Ocean City, and Gloucester, these were intended for entertainment rather than transportation between two points. Similarly, two circular tracks were built at the Pleasure Beach amusement park in Great Yarmouth, England, in 1895; these were the longest-lived of the railways, operating until 1909 (EDP24 2009).

The company's focus turned back toward its roots around the turn of the twentieth century as the enthusiasm for bicycle production waned. It exhibited woodworking machinery at the 1893 World's Columbian Exposition in Chicago along with its bicycles and its bicycle railway, including a variation in which the bicycle hung beneath the rail. A notice in *The Age of Steel* in 1898 indicated that this "venerable and important concern" was in the process of "remodeling its entire line of already standard tools" (*The Age of Steel* 1898a:24).

Captain Elton A. Smith

In 1897, the battle over H.B. Smith's will, between the trustees charged with founding a school for mechanics and Smith's first wife and children, was finally settled in favor of the family. His eldest son, Captain Elton A. Smith, settled with the other living heirs, assuming complete ownership of the estate. Born in 1848 in Vermont, Elton had worked for his father in his youth, first in Lowell and, later, in Smithville. His presence had been an unwelcome reminder to Agnes of H.B.'s first wife and children, however, and he was soon sent away. He settled in Savannah, Georgia, where he amassed a fortune of his own as part-owner of a stevedore business. Thus, Elton A. Smith was already a successful and experienced businessman when he assumed his father's role as the controlling shareholder in the H.B. Smith Machine Company. At the time, his holdings included homes in Woodstock, Vermont, and Savannah, Georgia; his stevedore business; one of the largest dairy farms in Vermont; and a rice plantation in Georgia.

By 1900, Smith and his family had relocated to Smithville, where they occupied the mansion. Captain Smith made improvements to the factory and machinery, and annual production increased. According to his obituary:

> Captain Smith…soon became the ruling spirit of the H.B. Smith Machine Co., infusing his energy into every department of the works. He immediately adopted the most advanced and progressive methods of manufacture, added greater skill to his force of experienced inventors and draughtsmen, increased his sales force, established branch stores and agencies, and by the very strength of his vigorous character forced greater results out of the enterprise (The St. Louis Lumberman 1917).

State industrial directories published during the early twentieth century indicate that the village population fluctuated during Elton Smith's era, from a high of 600 in 1906 to less than half that number in 1915 (New Jersey Bureau of Statistics [NJBS] 1901, 1906, 1909, 1912, 1915). Employment also fluctuated. In 1901, the company had 270 employees, but by 1906 the number had dropped to 175 men (NJBS 1901, 1906). A

substantial increase followed, however, with the company reportedly employing 300 people in 1909 and 1912 (NJBS 1909, 1912). By 1915, the number of employees had dropped by more than half (NJBS 1915).

For the first time in nearly a decade, new patents were issued to inventors working for the H.B. Smith Machine Company under Captain Smith's leadership. James L. Perry, an inventor who had started several companies of his own prior to coming to Smithville, received two patents related to sandpapering machines in 1900. And the following year, William O. Vivarttas received three different patents related to woodworking machinery (Vintage Machinery 2014). Both Perry and Vivarttas were resident in the boarding house in Smithville in 1900 (US Census 1900).

Although Smith actively worked to improve the company's business, he made virtually no changes in the village, instead maintaining the property as designed and built by his father. He did, however, purchase additional agricultural land and establish a dairy farm on the existing farm property. During his ownership, two public construction projects occurred in Smithville village. The first was a new school built by Eastampton Township to replace the brick building constructed by H.B. Smith, which "was used until the State condemned it because of inadequate lighting and ventilating facilities" (Burlington County Supervisors' Association 1943:71). Located just south of the millpond, near the houses on Forest Avenue, the two-room, frame schoolhouse was reportedly under construction in 1906 (NJBS 1906). The building was later enlarged to include a third classroom, c.1925 (New Jersey Department of Public Instruction 1923, 1928). In 1940, it was remodeled and the clapboard siding covered in brick veneer (Burlington County Supervisors' Association 1943:71-72).

The second construction project in the village was initiated by Burlington County. Prior to 1914, the bridge carrying Smithville Road over the North Branch of Rancocas Creek was a wooden structure with stone abutments. In March of that year, the Board of Freeholders approved an advertisement for bids for a concrete structure in Smithville (*Mount Holly Herald* [MHH] 7 March 1914). Two months later, the contract was awarded to the F.R. Long-W.G. Broadhurst Company of Hackensack (MHH 9 May 1914). The company and its predecessor, the F.R. Long Company, built numerous steel and concrete bridges in New Jersey during the early twentieth century. The Smithville Road Bridge was noteworthy due to its use of precast reinforced concrete piles driven for use in the substructure of the bridge piers. It is the earliest example of this type of construction in the state (A.G. Lichtenstein & Associates 1994: 03E440). In 1919, the county added a concrete retaining wall extending along Smithville Road north of the bridge. The bridge was rehabilitated and its concrete members covered with gunite in 1949.

Smithville Since 1917

Captain Smith died in February 1917, and controlling interests in the H.B. Smith Machine Company passed to his sons Allen and Erle. Neither possessed the management skills nor shared the enthusiasm for the business of their father and grandfather. A leadership vacuum was created in the years that followed with the passing of longtime employees like Joseph J. White in 1924 and William S. Kelley in 1929, and both the company and the village of Smithville began a steady decline. The problems were exacerbated by the Great

Depression of the 1930s. During the 1930s and early 1940s, the number of company employees dropped to around 50, marking a steep decline from the period of Captain Smith's presidency (NJBS 1931, 1938, 1941).

During the 1940s and 1950s, the family began selling off farmland and razing many of the notable buildings and structures. The Mechanics House was removed in 1948, and soon after the brick worker houses on Back Street and five of the dwellings on Forest Avenue were removed. Train service to Smithville ended during the early 1950s. In 1962, the mansion was sold, although Captain Smith's two surviving children, Verona and Hilda, remained in the village in one of the smaller houses on Park Avenue. The H.B. Smith Machine Company was disbanded in 1976, and a successor company continued to operate the factories through the 1980s.

In 1975, the Burlington County Board of Chosen Freeholders acquired the property for development as the County's first park. Soon after, noted preservation architect John M. Dickey prepared research and restoration recommendations for the mansion, worker housing, and industrial complex (Dickey 1978[?]). Today, the house is operated as a museum, and a Master Plan completed in 2006 guides the preservation and use of the remaining buildings.

Archaeology

The archaeological potential of the Smithville Historic District is high due to the continuous historic occupation of the site from c.1750 through the late twentieth century. Previous archaeological investigations at the site have uncovered evidence of prehistoric Native American occupation in the area, as well. The most extensive archaeological survey was conducted in 1996 in connection with a reconstruction project for the Smithville dam. Among the findings were remains of the Parker Grist Mill and Saw Mill complex, the earlier mill dams, and the hydropower system for the cotton factory and machine shops, as well as the embankment of the former Mount Holly and Smithville bicycle railway (Hartwick 1996).

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National Register of Historic Places Continuation Sheet

Section number 10 Page 1

Verbal Boundary Description

No change to the National Register district boundary is proposed.

Boundary Justification

The boundary as established in the original National Register nomination for the Smithville Historic District includes all contributing resources identified in the additional documentation. Thus, no boundary change is necessary.

National Register of Historic Places Continuation Sheet

Section number Photos Page 1

PHOTOGRAPHS

For photographs 1 through 9

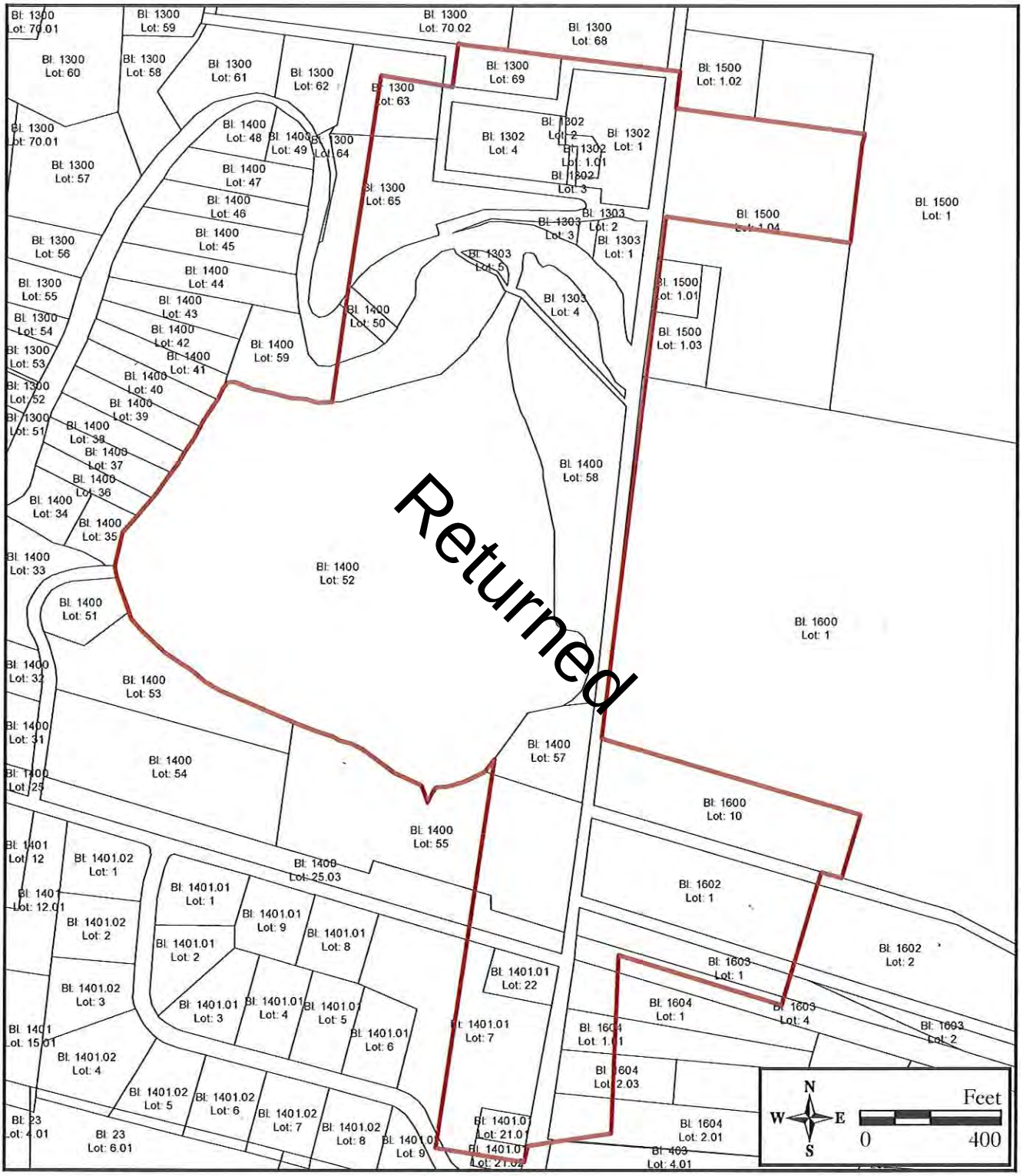
Photographer: Lynn Alpert
Date: May 2, 2014
Location of original images: Richard Grubb & Associates, Inc.
259 Prospect Plains Road, Building D
Cranbury, New Jersey

1. Mansion (Inventory #1), south elevation. View northeast from garden walkway.
2. Mansion, east elevation. View west from Smithville Road.
3. Worker housing fronting the North Branch of Rancocas Creek (Inventory #2 in foreground). View northwest from River Street.
4. Smithville Road Bridge (Inventory #26). View northeast from the south bank of the creek. The brick building in the background is located outside of the historic district boundaries.
5. Smithville Road Bridge. View northwest from the bridge. The Gothic Revival-style cottage and the mansion complex walls are visible in the background.
6. Replacement bridge connecting the factory complex with Smithville Road via River Street (Inventory #27). View southeast from River Street.
7. Reconstructed Smithville dam (Inventory #28). View south from parking lot.
8. Reconstructed gazebo (Inventory #29), south of the worker housing. View facing west from the intersection of Park Avenue and River Street.
9. 718 Smithville Road (Inventory #30). View east from Smithville Road.

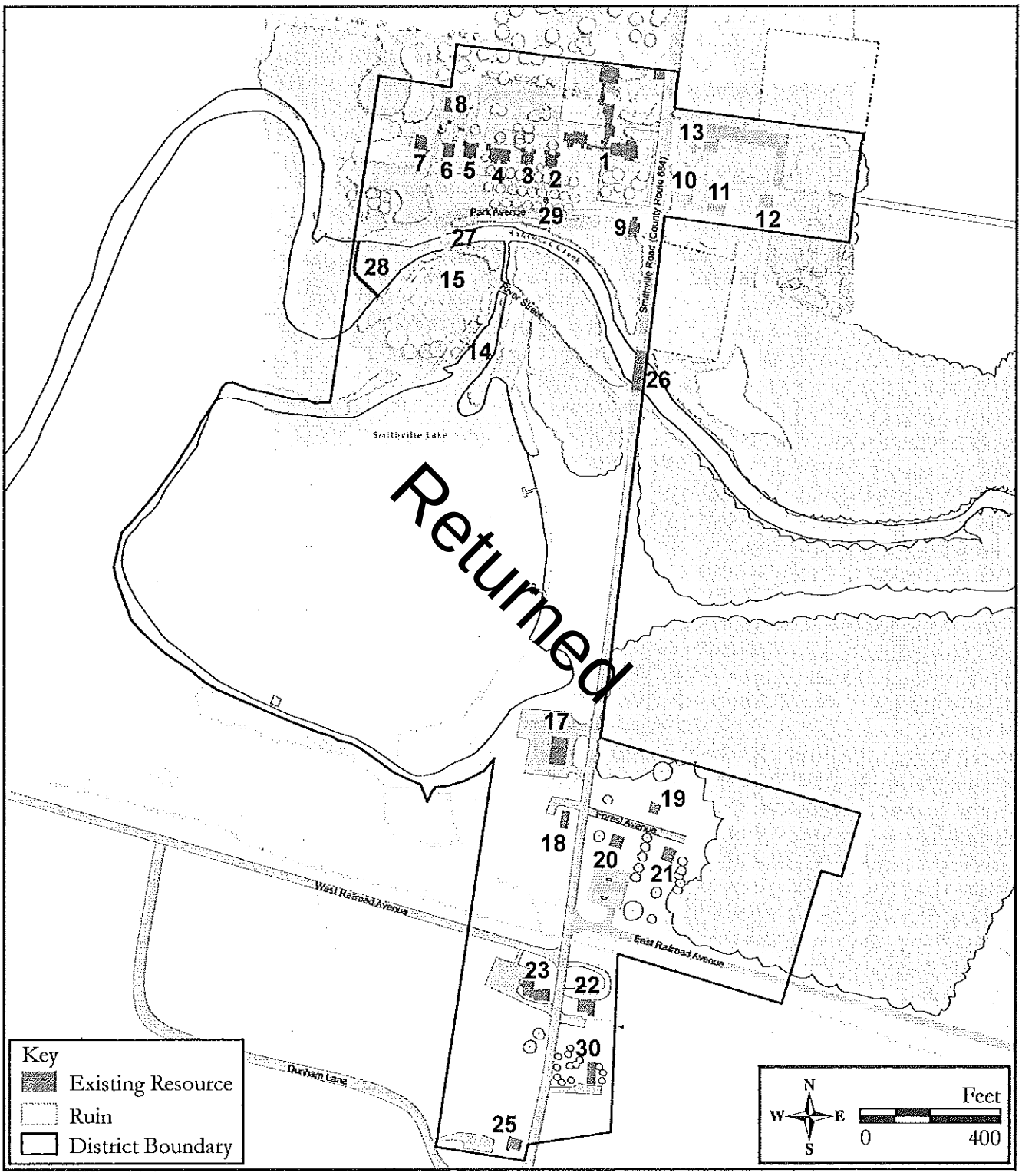
For photographs 10 through 15

Photographer: Douglas C. McVarish
Date: September 30, 2017
Location of original images: New Jersey Historic Preservation Office
501 East State Street
Plaza Building, 4th Floor
Trenton, New Jersey

10. Remans of the machine shop and machine shop extension toward northeast.
11. Wall remains of the office (foreground) and machine shop and extension (background) toward northwest.
12. Portions of Machine Shops 1 and 2 and Sheds toward northwest.
13. Portion of foundry walls toward southeast.
14. Portion of planer shop walls toward southeast.



Historic District Boundary.



Smithville Historic District Sketch Map. Numbers refer to the building inventory contained in the original nomination (#1-25) and Section 7 of the additional documentation (#26-30). Inventory #16 and #24 are no longer extant.

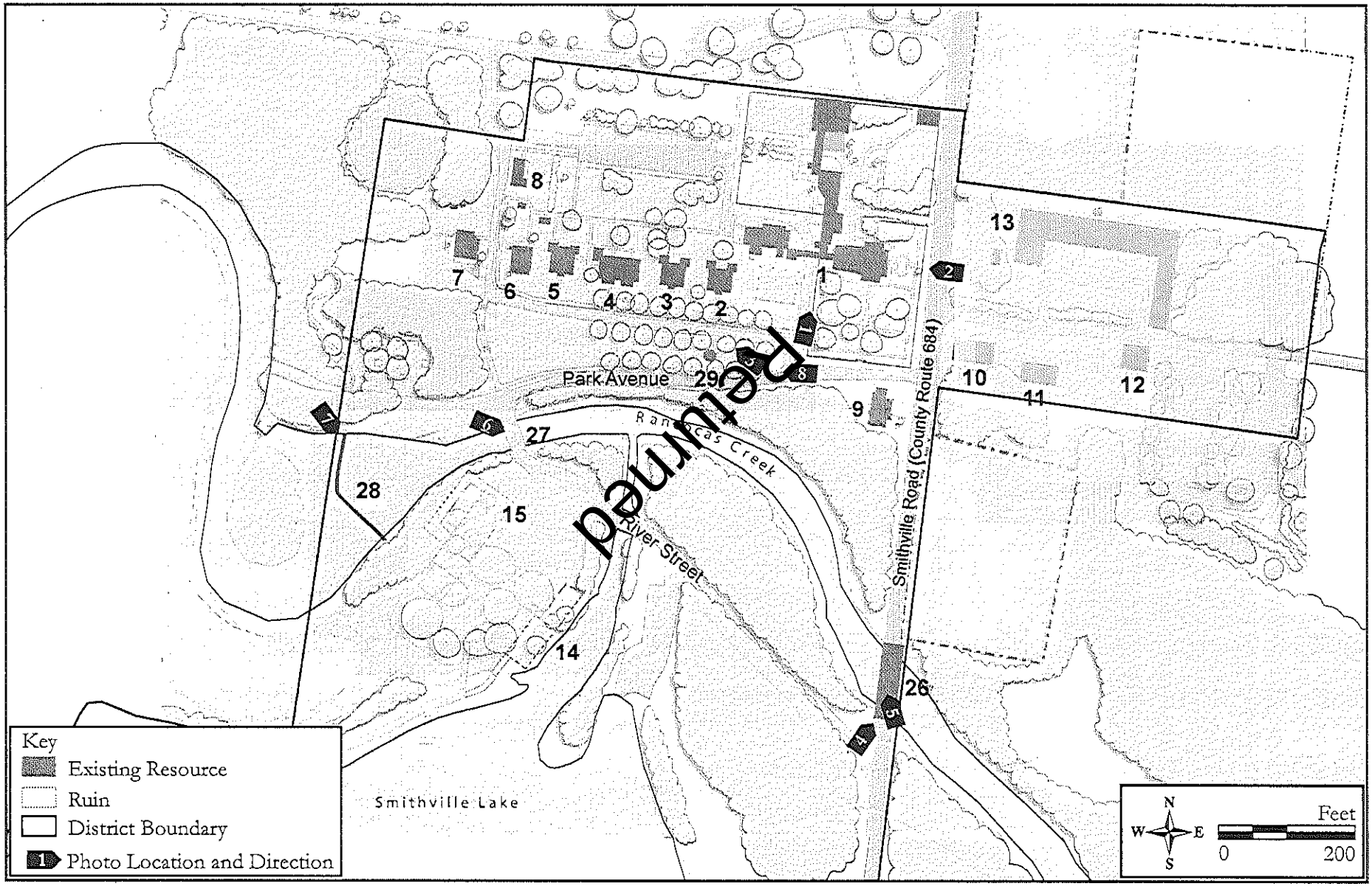


Photo Location Map, showing district north of Smithville Lake.

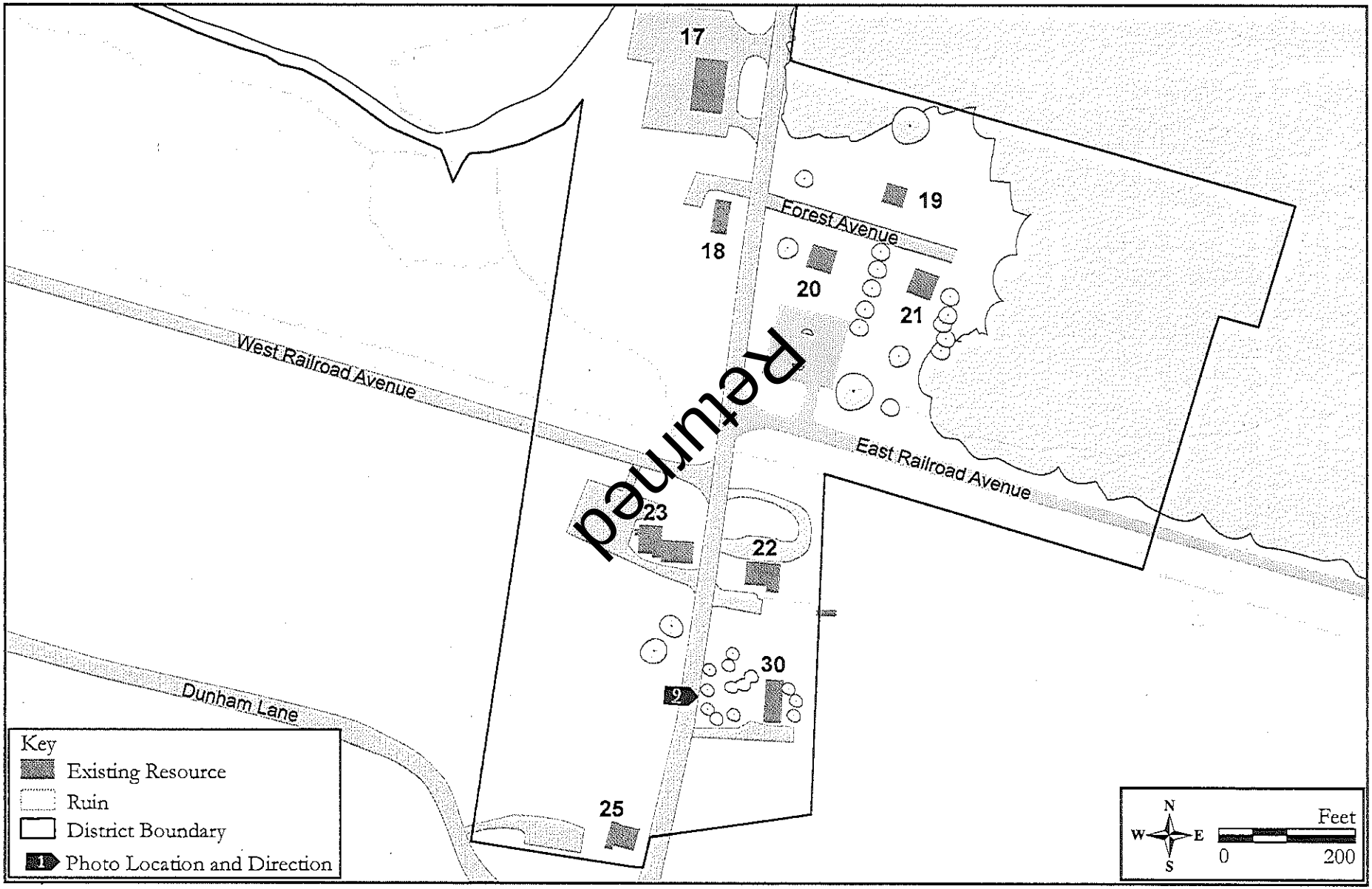
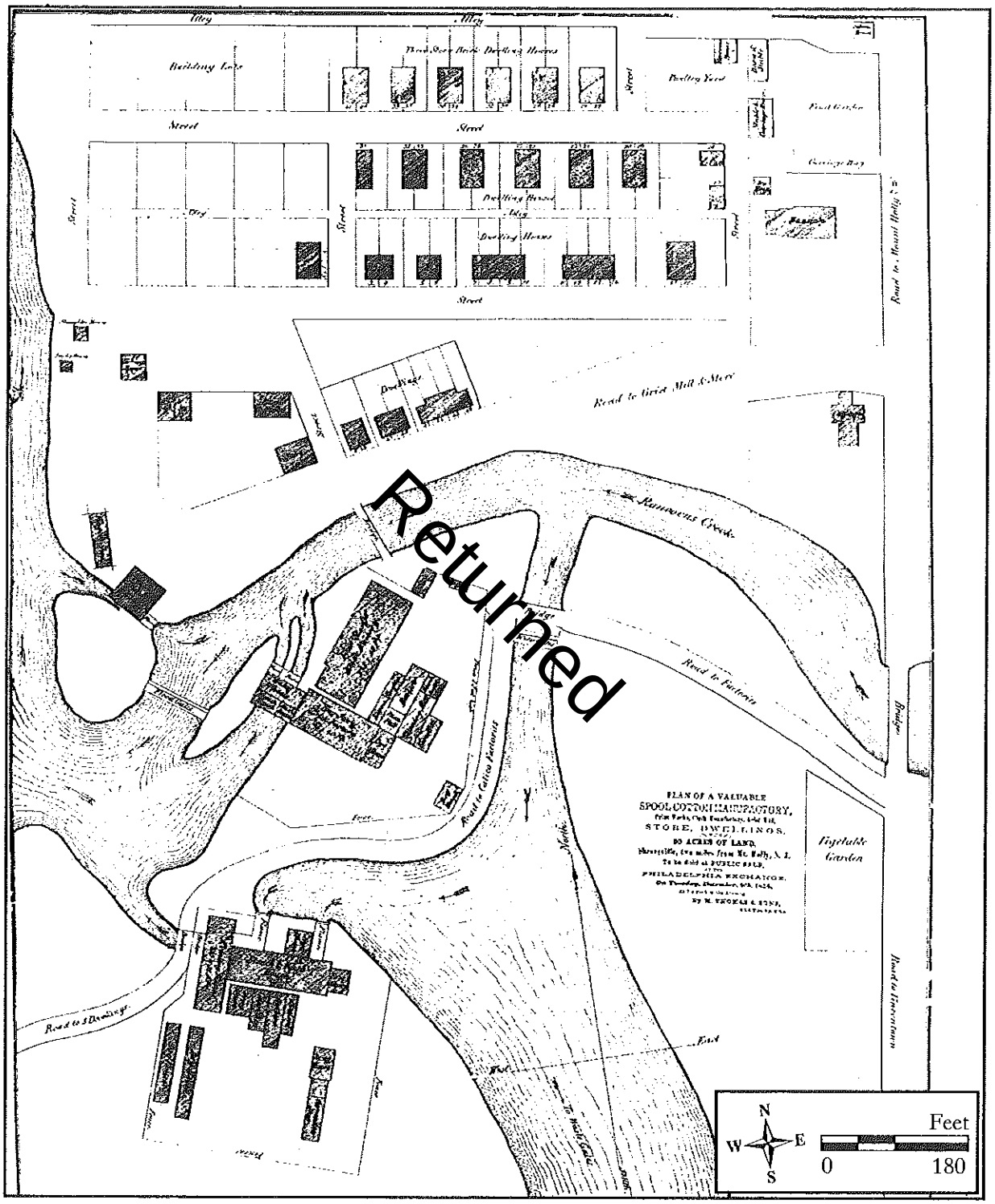
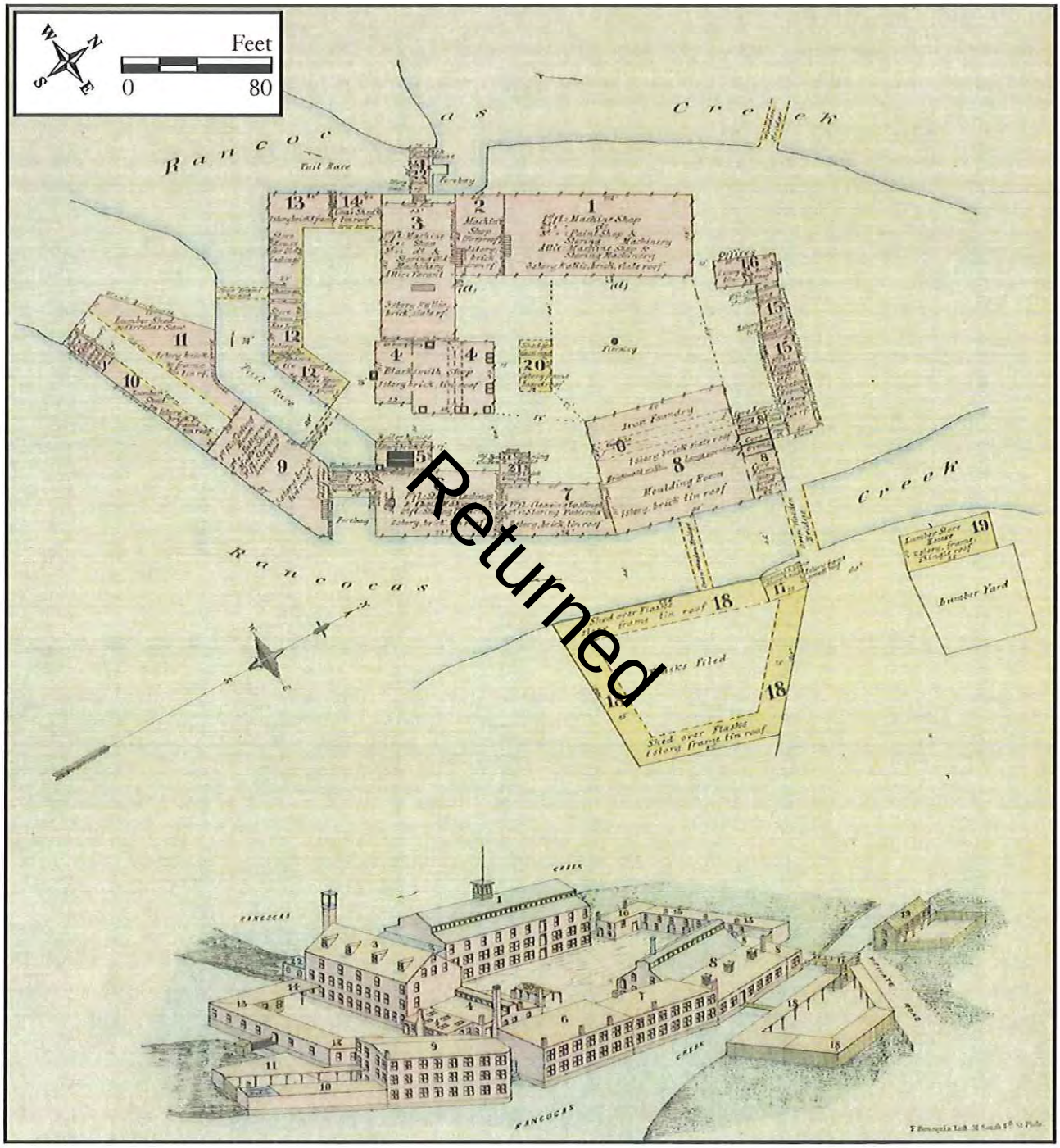


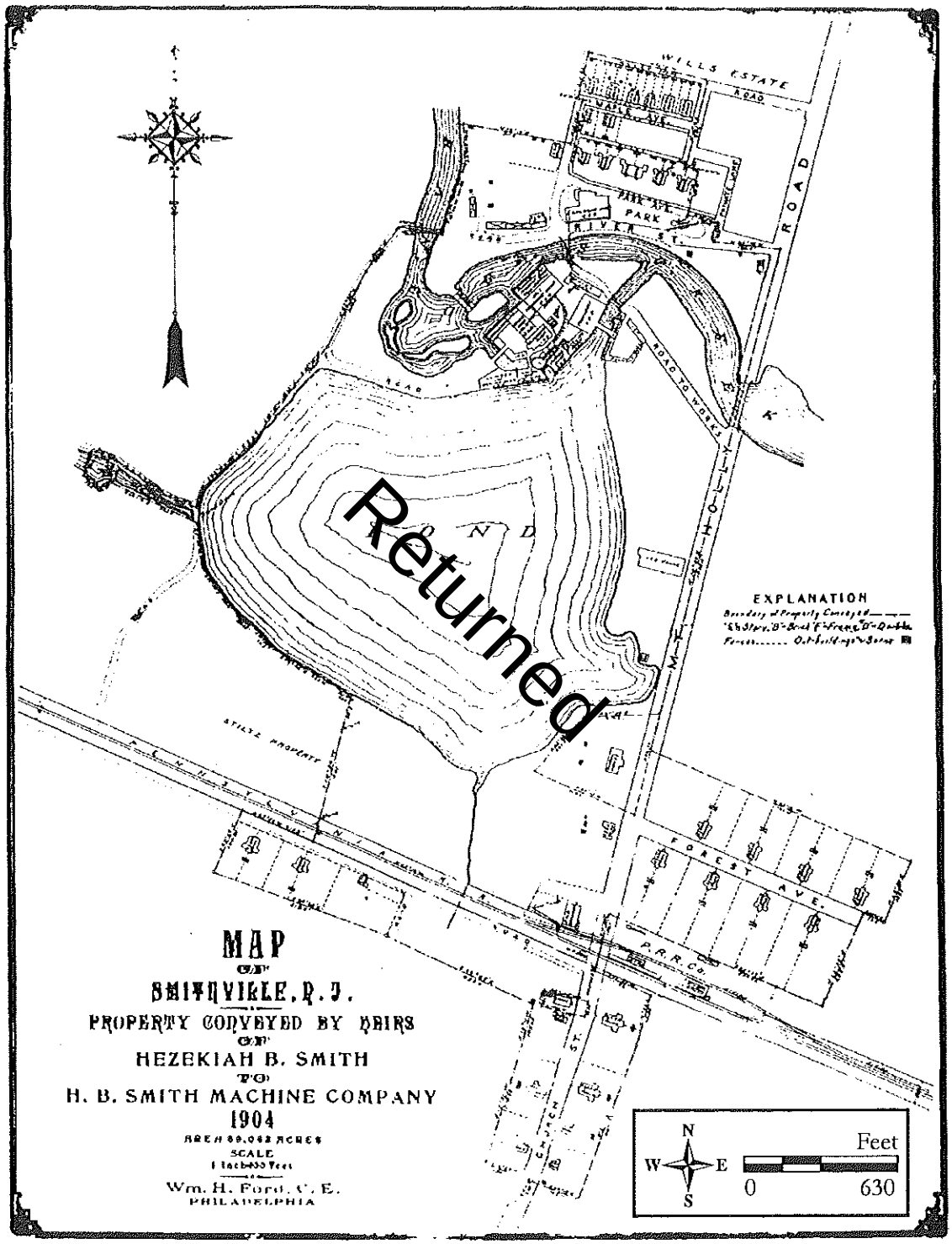
Photo Location Map, showing district south of Smithville Lake.



1856 Plan of a Valuable Spool Cotton Manufactory, Shreveville (from Bolger 1980b).

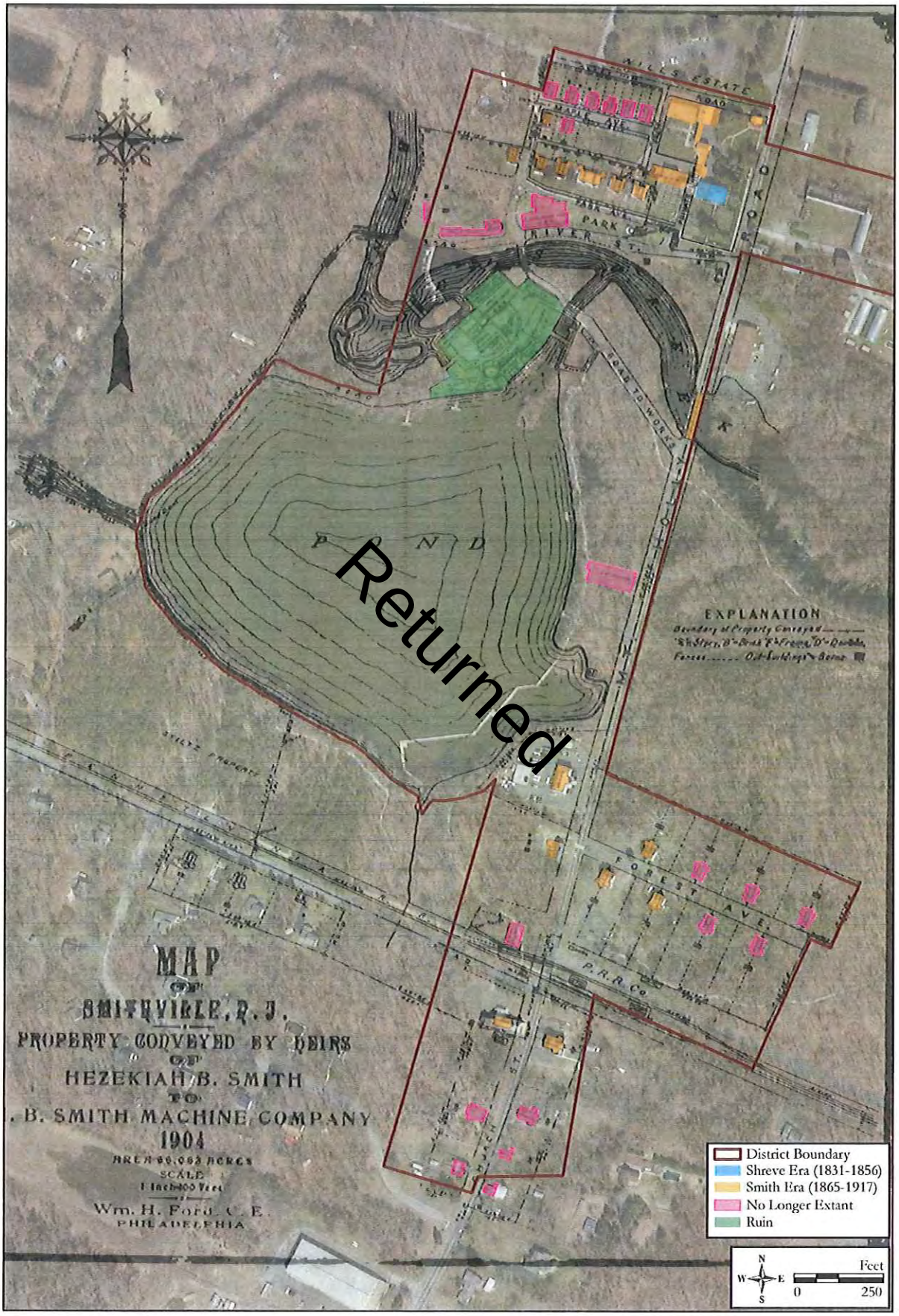


1881 Ernest Hexamer, H.B. Smith Machine Company's Works.

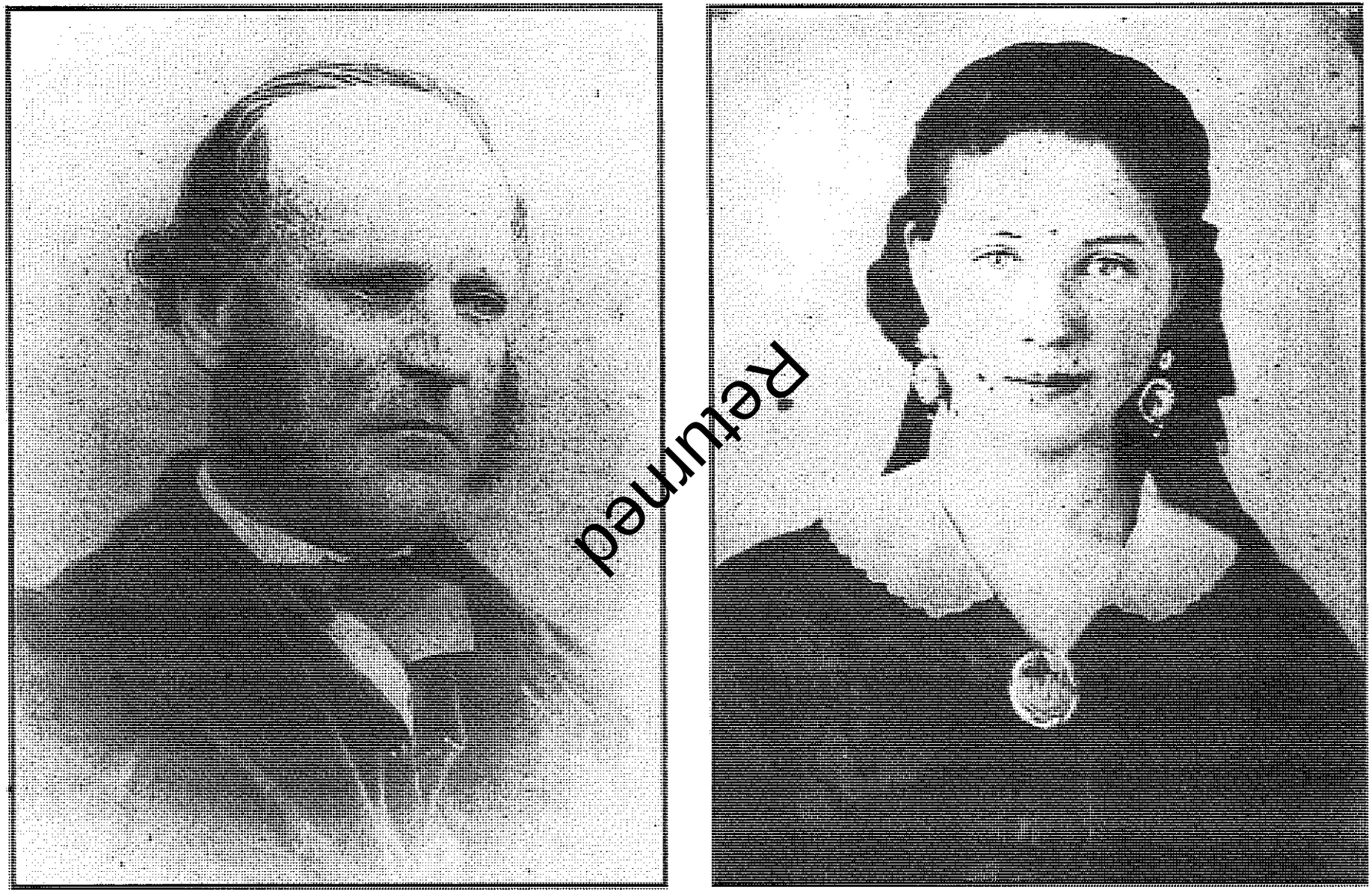


Returned

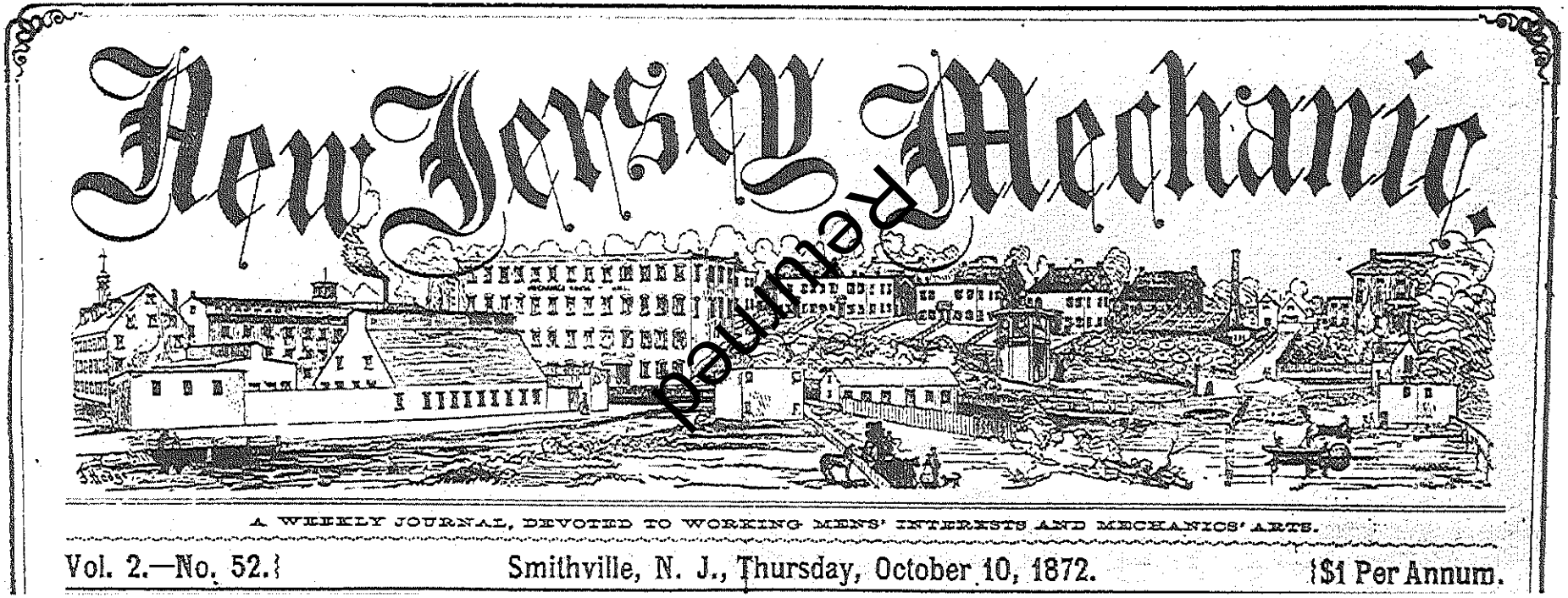
1904 Map of Smithville, N.J. (from Bolger 1980b).



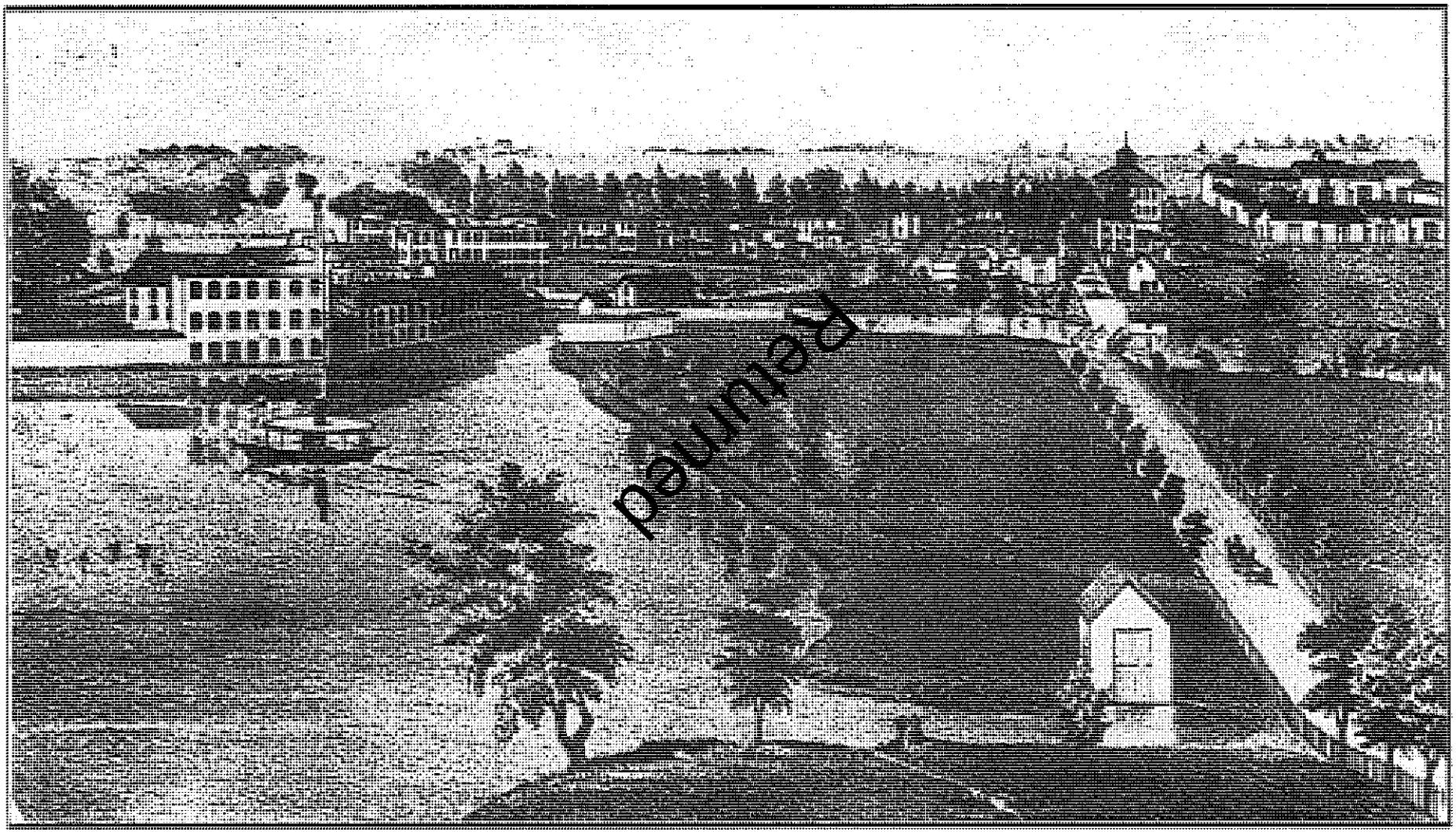
1904 Map of Smithville overlaid on current aerial photograph, annotated to indicate the period of construction of surviving resources. The 1904 map did not include the farm buildings on the east side of Smithville Road.



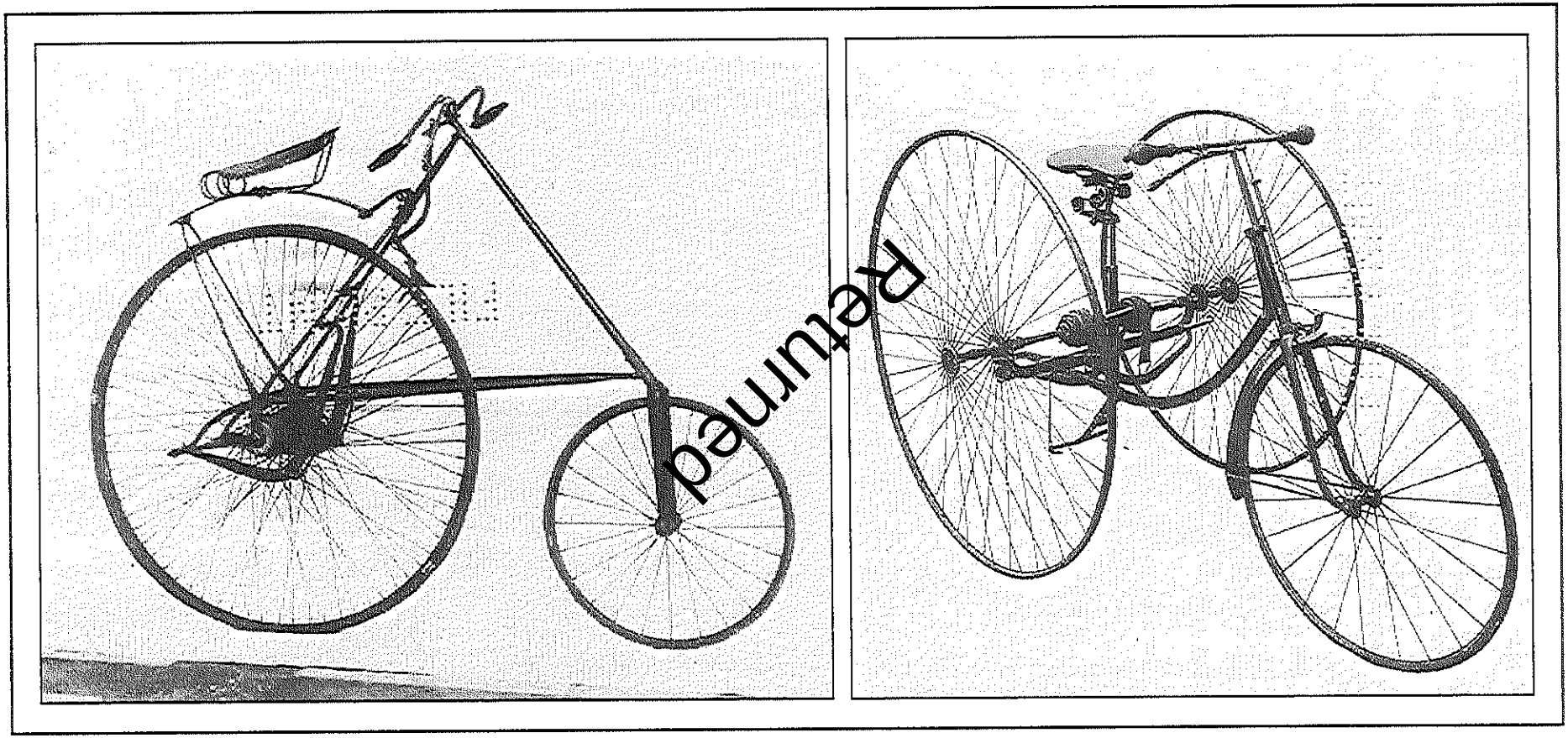
Hezekiah B. Smith, c.1860, and Agnes Gilkerson, c.1865 (from Bolger 1980b).



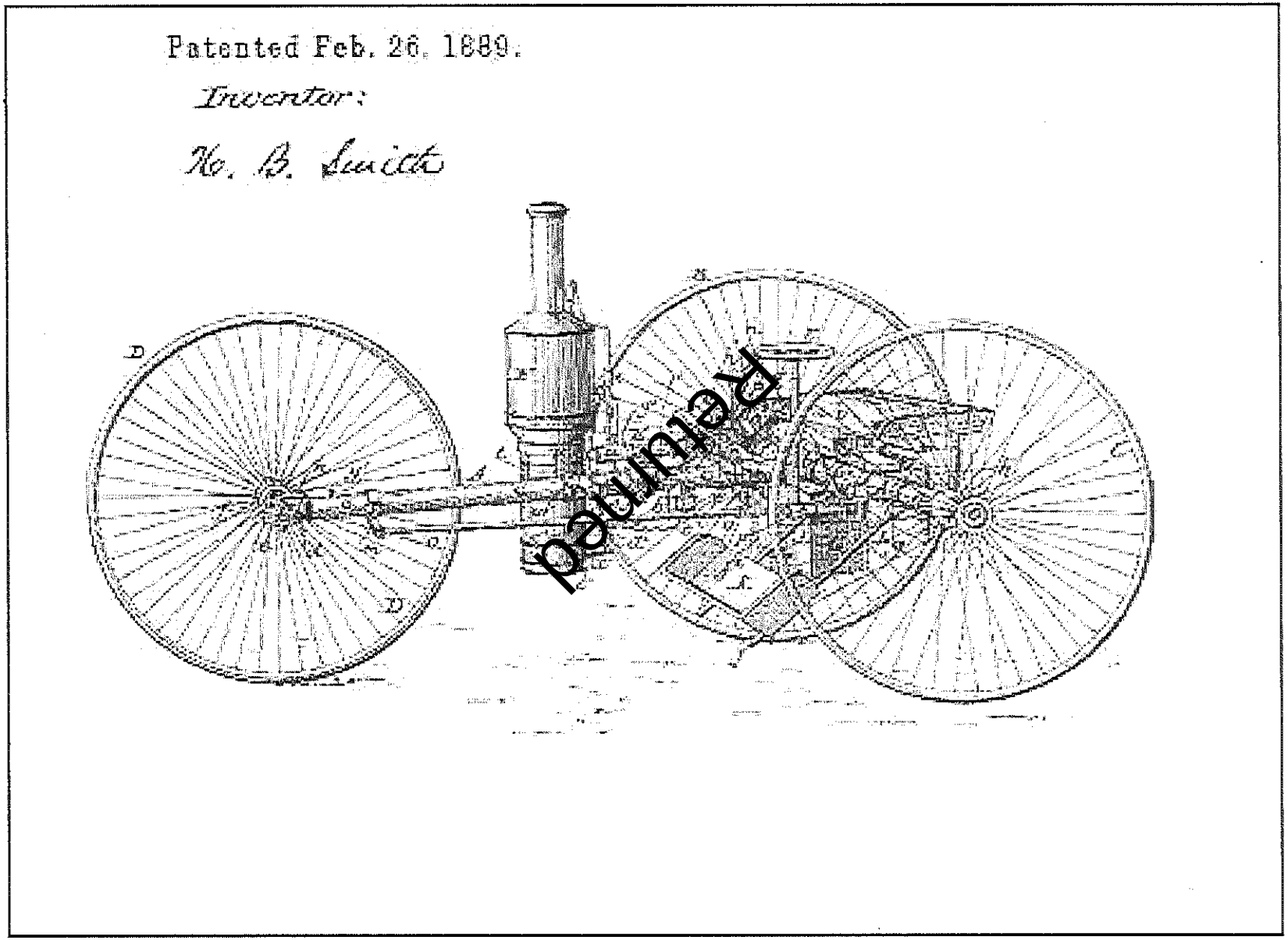
View of Smithville from the New Jersey Mechanic masthead, 1872 (from Bolger 1980b).



Smithville, c.1876 (from Bolger 1980b).

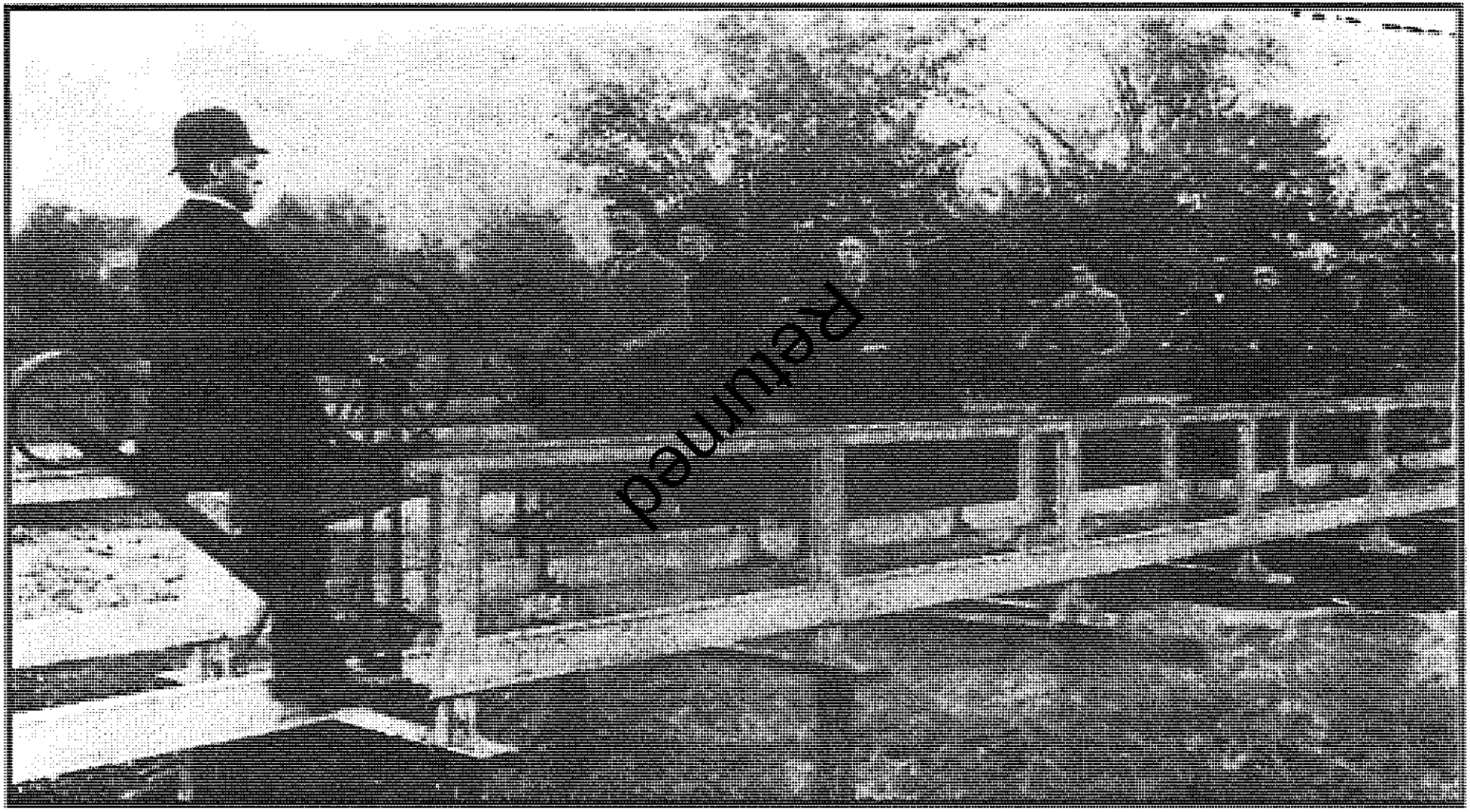


Pony Star bicycle, 1881, and Smith tricycle, 1888 (from Smithsonian Institution 2014).

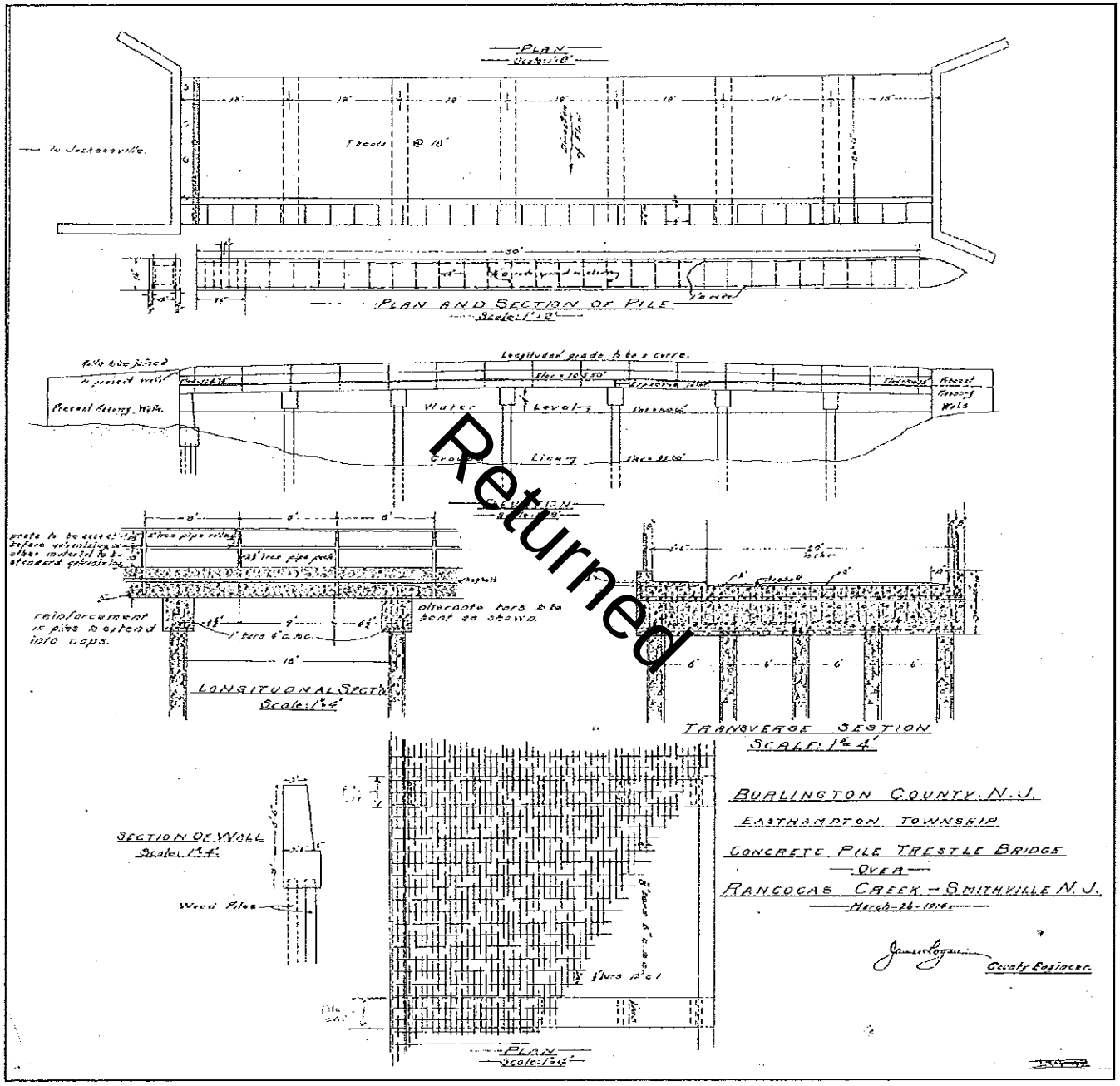


Steam Tricycle Patent, 1889.

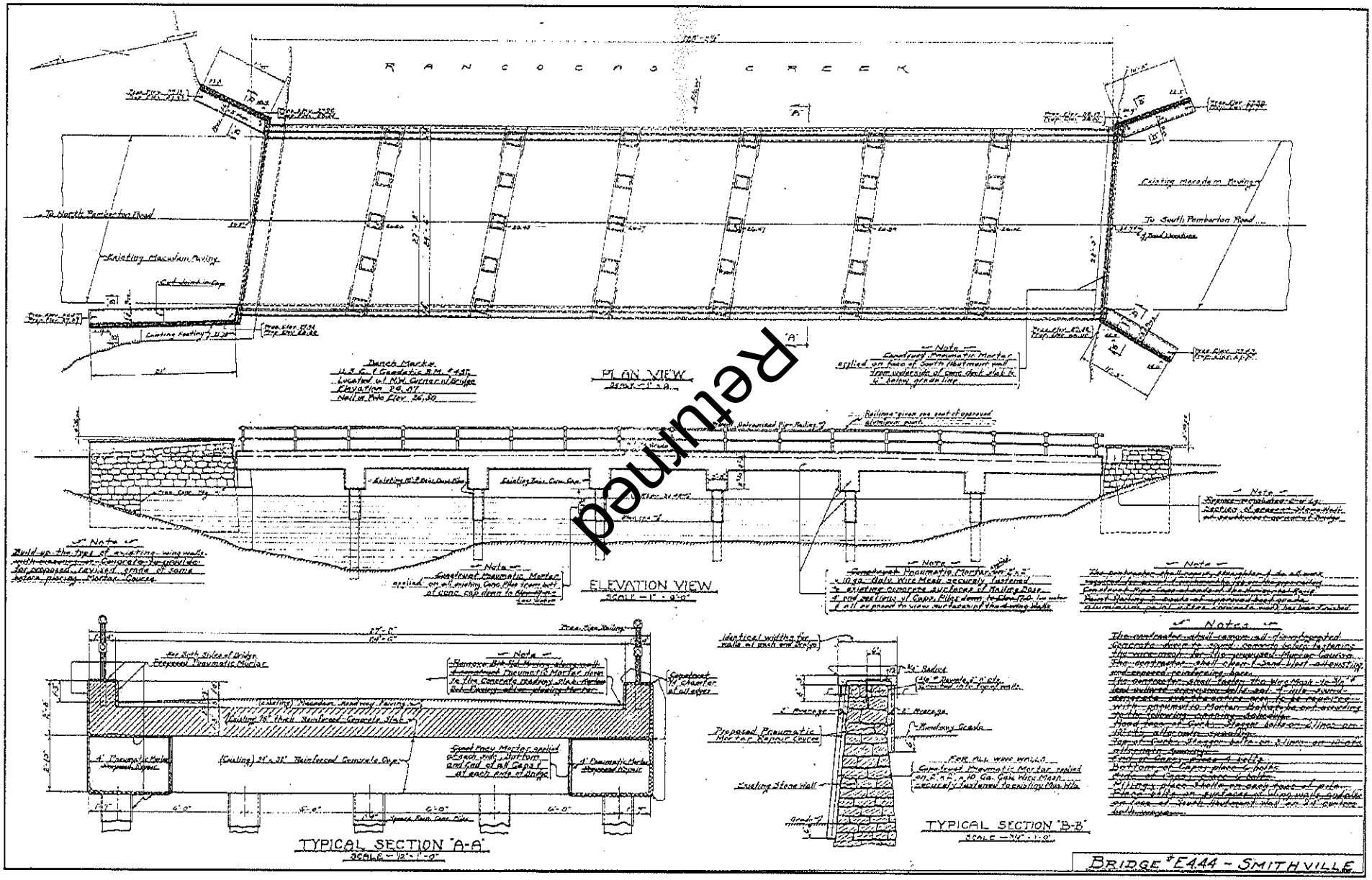
H.B. Smith Machine Works poster, undated (from Artnet 2014).



Mount Holly and Smithville Bicycle Railroad, undated (from Bolger 1980b).



1914 Concrete Pile Trestle Bridge over Rancocas Creek, Smithville, N.J.
(from Burlington County Engineering Office).



1949 Shotcrete repairs, Bridge #E4.44, Smithville (from Burlington County Engineering Office).

1986 Photos of industrial buildings

Returned

1986 photos of remains of factory buildings

Remains of factory building in Smithville, workers' housing on Park Avenue in background. Camera facing north (1974 photo).

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Resubmission

Property Name: Smithville Historic District

Multiple Name:

State & County: NEW JERSEY, Burlington

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
7/10/2018			8/24/2018	

Reference number: RS77000856

Nominator: State

Reason For Review:

____ Accept **X** Return ____ Reject **8/24/2018** Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Lisa Deline Discipline Historian

Telephone (202)354-2239 Date 8/24/18

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

8/23/18 NJSHPO sent the wrong resubmission for review. Pending correct material ASAP.

HPO Project #: 15-0407
HPO-G2018-003

State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
MAIL CODE 501-04B
P.O. BOX 420
Trenton, NJ 08625-0420
TEL: # 609-984-0176 FAX: # 609-984-0578

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Commissioner

July 2, 2018

Lisa Deline
NPS – National Register
1849 C Street NW
Mail Stop 7228
Washington, DC 20240

Dear Ms. Deline:

The New Jersey Historic Preservation Office is re-submitting the National Register nomination for the Smithville Historic District (Additional Documentation), in Burlington County, New Jersey - National Register reference number 77000856, for National Register consideration. The nomination was returned for substantive and technical issues. All changes have been made in compliance with your recommendations.

If you have any further questions or comments, please contact Bob Craig of the Historic Preservation Office staff by email at bob.craig@dep. nj.gov or by phone at (609) 984-0541.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul
Deputy State Historic
Preservation Officer

Attachments

KJM/kjc

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

2nd Return ASD

Requested Action: Resubmission

Property Name: Smithville Historic District

Multiple Name:

State & County: NEW JERSEY, Burlington

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
7/10/2018			8/24/2018	

Reference number: RS77000856

Nominator: State

Reason For Review:

_____ Accept **X** Return _____ Reject **8/24/2018** Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Lisa Deline Discipline Historian

Telephone (202)354-2239 Date 8/24/18

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

8/23/18 NJSHPO sent the wrong resubmission for review.
Pending correct material ASAP.

Deline, Lisa <lisa_deline@nps.gov>

[EXTERNAL] Smithville Historic District additional documentation

1 message

McVarish, Doug <Doug.McVarish@dep.nj.gov> Thu, Aug 23, 2018 at 11:29 AM
To: "lisa_deline@nps.gov" <lisa_deline@nps.gov>

Lisa--

I am afraid that the wrong documentation may have been sent to you. I cannot be totally sure, because our administrative assistant extraordinaire, Kat Cannelongo, has retired to North Carolina. Looking at the pdf I think you were sent, I can understand your evident frustration. It lacks additional documentation that I prepared, and I will have to check, but I believe it also does not have many of the corrections I made based upon NPS review comments.

Would it be possible to give me a week or so to insure that the proper documentation is transmitted to you and that all the review comments are indeed addressed? I greatly apologize for this, and I would like to assure you that it will not happen again.

Douglas McVarish

Douglas C. McVarish

Historic Preservation Specialist 2

New Jersey Historic Preservation Office

NJDEP
P.O. Box 420

Trenton, New Jersey 08625-0420

(609) 633-2396

doug.mcvarish@dep.nj.gov

NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

RECEIVED 2280
JUL 10 2018
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Smithville Historic District (Additional Documentation)

other names/site number

2. Location

street & number Smithville Road; Forest, Railroad, Park and Maple Avenues; River Street and Smithville Lake ☐ not for publication

city or town Eastampton Township ☐ vicinity

state New Jersey code NJ county Burlington code 005 zip code 08060

3. State/Federal Agency Certification

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

Kris Strong — ASS't Commissioner — 3/29/17
Signature of certifying official/Title — Date

NJ DEP
State or Federal agency and bureau

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

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

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

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

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

Sig... ...ction

8/23
wrong doc. sent for resubmission pending correct resub. ASAP.

Deline, Lisa <lisa_deline@nps.gov>

[EXTERNAL] Smithville Historic District map

1 message

McVarish, Doug <Doug.McVarish@dep.nj.gov> Wed, Feb 13, 2019 at 10:43 AM
To: "lisa_deline@nps.gov" <lisa_deline@nps.gov>

Lisa: Attached is the map drawn up by our GIS staff for the Smithville district. Please let me know if you need any Section 10 language in addition to the map.

Thanks.

Douglas

Douglas C. McVarish

Historic Preservation Specialist 2

New Jersey Historic Preservation Office

NJDEP
P.O. Box 420

Trenton, New Jersey 08625-0420

(609) 633-2396

doug.mcvarish@dep.nj.gov

Smithville H.D. coordinates.pdf
1583K