



# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Deerfield Pike Toll Gate House closely approximates its original appearance. Designed in a simple style to meet the modest needs of the toll keeper, the house is functional in style.

Built in about 1853, the Toll Gate House is a frame dwelling designed in the salt-box style of construction. The house has a brick foundation that has subsequently been covered with stucco. There are only two bays across the front. The original window sash (which has been covered by plywood to prevent vandalism) consisted of two lights over two lights. The muntins are thick (1") and are mortised. The windows are surrounded by architrave window trim. A plain wooden cornice extends across the facade and the rear of the house. The entrance is to the side and consists of a small porch with simple Victorian trim. The original brick loop has been covered with stucco. There is one inside end chimney. A one story lean-to shed has been added to the rear to enable later occupants to have additional room. There is also one unoriginal outbuilding behind the house.

Inside, the house has its original hard wood floorboards throughout. There is no interior trim. Downstairs, the house has three rooms on two levels. The front room contains the openings for the Franklin stove, which provided heat for the original occupants. The two rooms to the rear are two risers below the front room. There is an open string, single flight stairway to the second floor. At the landing on the second floor, the stairway diverges to provide access to both rooms on the second floor. The front room on the second floor is also two risers above the rear room. The newel post is square and thick, while the balusters are plain in design.

With the exception of the lean-to on the rear, the house has undergone no extensive alterations since its construction. With the exception of the removal of some original interior doors, the house remains largely in its original appearance on the interior. The plaster and lath work in some rooms, however, has been damaged by arsonists. Restoration plans call for the repair of any structural damage, the reproduction of all missing elements, and the reproduction of a wooden toll gate to approximate the original toll gate that has subsequently disappeared.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES                      c. 1853                      BUILDER/ARCHITECT                      unknown

## STATEMENT OF SIGNIFICANCE

The primary significance of the Deerfield Toll Gate House lies in the area of transportation.

The original road running north from Bridgeton was laid out in 1768. It extended from the Commerce Bridge in the center of Bridgeton through the Laurel Hill settlement where it bore to the east to the Thomas Yapp House located on the Seeley-Finley Road. In 1811, the road was extended to Deerfield. Because this road was little more than a dusty, rutted path, early transportation from Bridgeton flowed along alternate routes. Commercial and passenger intercourse between Bridgeton and Philadelphia had to pass through Salem and up King's Highway.

In 1853, however, a turnpike company received a charter to construct a surfaced road north from Bridgeton through Deerfield. Concurrent with the construction of this turnpike, the Deerfield Pike Toll Gate House was erected. The toll collector resided in the house, erected a gate to halt through traffic, and supervised the collection of the tolls. The Deerfield Pike remained a toll road through World War I, while the Toll Gate House continued to collect the revenue throughout this period.

During the 1850's, turnpikes with toll gates became the mania throughout Cumberland and Salem Counties. Generally, people preferred to use these roads because they were better maintained and because wagons could carry three times as much weight on improved roads without becoming stuck. Immediately after the Deerfield Pike opened, the daily stage from Bridgeton to Philadelphia altered its route and traveled through Deerfield rather than to Salem and up King's Highway.

Not all residents, however, appreciated the turnpike and the toll gate. Shortly after the turnpike opened, thrifty farmers cut a road through near Cornwell Drive that enabled them to reach Carll's Corner without passing through the toll gate.

The Deerfield Pike Toll Gate house is significant both because of its lengthy period of continuous operation and because it is the only known Toll house still standing in Cumberland County. The proximity of the house to the roadway establishes an identifiable relationship between the house and its historical significance.

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Cumberland County Road Book A, Cumberland County Court House, p. 132.

Cumberland County Road Book B, Cumberland County Court House, p. 94.

Cushing, Thomas and Sheppard, Charles B. History of the Counties of Gloucester, Salem and Cumberland (Philadelphia, 1883), 588.

See Attached Sheet

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one

UTM REFERENCES

A	1 8	480 290 48 1 710	43 66 8 20	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

The property sits on a 50' by 150' lot which fronts on Old Deerfield Pike. The house is set back only 3' from the shoulder of the road. To the north is the entrance to a professional complex and to the south and west are vacant lots.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

Dr. Arthur F. Sewall, Historian

ORGANIZATION

Upper Deerfield Township Planning Board

DATE

3/3/75

STREET & NUMBER

Municipal Building, Highway #77

TELEPHONE

CITY OR TOWN

Seabrook

STATE

New Jersey

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

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

FEDERAL REPRESENTATIVE SIGNATURE



TITLE Commissioner, Department of Environmental Protection DATE

March 25, 1975

FOR NPS USE ONLY

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



DATE MAY 21 1975

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE MAY 14 1975

ATTEST:

KEEPER OF THE NATIONAL REGISTER