

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

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**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 00001493 Date Listed: 12/21/00

Property Name: King's Highway Historic District County: Middlesex State: NJ

\_\_\_\_\_  
Multiple Name

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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.

Patricia Andrews  
Signature of the Keeper

12/21/00  
Date of Action

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Amended Items in Nomination:

This SLR is issued to amend and clarify the nomination. In Section 5 of the form (Classification - Ownership of Property) "public-Federal" was checked. The SHPO has clarified that there is no federal ownership of the nominated property. Under "Number of Resources Within Property," zero was indicated. The form is amended to note that the nominated property consists of one contributing structure.

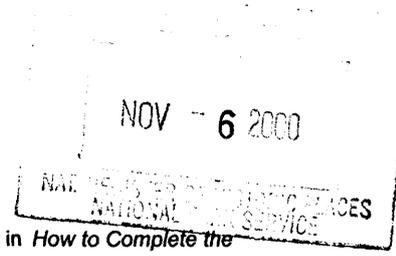
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**DISTRIBUTION:**

- National Register property file**
- Nominating Authority (without nomination attachment)**

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

1493



This form is for use in nominating or requesting determinations for individual properties and 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 from the instruction. 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: King's Highway Historic District

other names/site number: Lincoln Highway

Upper Road

2. Location

street and number: State Route 27, US Route 206

N/A not for publication

city or town: South Brunswick Township

N/A vicinity

state: New Jersey

county: Middlesex County

zip code: 08528

3. State/Federal/Tribal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby 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.)

Signature of certifying official/Title

Date

Assistant Commissioner, Natural & Historic Resources/DSHPO

State or Federal agency and bureau

American Indian Tribe

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

American Indian Tribe

4. National Park Service Certification

I hereby certify that the 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:)

Patrick Andrews

12/21/2000

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

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

Contributing	Noncontributing	
		buildings
		sites
		structures
		objects
0	0	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**

N/A

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

Transportation

**Historic Subfunctions**  
(Enter subcategories from instructions)

Road-Related

**Current Functions**  
(Enter categories from instructions)

Transportation

**Current Subfunctions**  
(Enter subcategories from instructions)

Road-Related

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

No Style Listed

**Materials**  
(Enter categories from instructions)

Other                  None Listed

**Narrative Description**

(Describe the historic and current condition 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:)**

**Primary location of additional data:**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey (# NJ-29)
- recorded by Historic American Engineering Record
- See continuation sheet for additional HABS/HAER documentation.

- State Historic Preservation Office
- Other State Agency (Repository Name: New Jersey Department of Transportation)

**10. Geographical Data**

**Acreage of Property:** 81.00

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	18	533700	4469930	3	18	532890	4469280
	Zone	Easting	Northing		Zone	Easting	Northing
2	18	533450	4469875	4	18	532235	4469030

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.)

## 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.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- 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 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)

Commerce  
Exploration/Settlement  
Military  
Politics/Government  
Transportation

### Period of Significance

c. 1660-1950

### Significant Dates

1765

1777

1924

### Significant Person

(Complete if criterion B is marked above)

N/A

### Cultural Affiliation

### Architect/Builder

N/A

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**11. Form Prepared By**

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name/title: Constance M. Greiff

organization: Heritage Studies, Inc.

date: 9/22/2000

street & number: 60 Princeton Avenue

telephone: (609) 924-3235

city or town: Rocky Hill

state: New Jersey

zip code: 08553-

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**Additional Documentation**

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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)

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**Property Owner**

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

name:

street & number:

telephone:

city or town:

state:

zip code:

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**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.* ).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget. Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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King's Highway  
(Upper Road, Lincoln Highway)  
Mercer, Somerset, Middlesex Counties  
New Jersey

**Historic Name**

King's Highway Historic District

**Date Created/Modified**

October/10/2000

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**Content**

Location

New Jersey  
Somerset County  
Franklin Township

New Jersey  
Mercer County  
Princeton Township, Princeton Borough, Lawrence Township

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**PRESENT APPEARANCE**

In the course of its history the road as a whole has been known as the Upper Road, the King's Highway, and the Lincoln Highway. In the early nineteenth century the section from Raymond Road to Mercer Street was part of the Princeton and Kingston Branch Turnpike. Currently the road is known as Main Street in Kingston, the Princeton-Kingston (or Kingston-Princeton) Road from the Millstone River crossing to the Snowden/Riverside intersection, Nassau Street from there to Bayard Lane, Stockton Street from there to the Princeton Borough/Township line, Stockton Road to the Princeton-Lawrence Township line, the Princeton-Lawrenceville Road to the village of Lawrenceville, where once again, as in Kingston, it is Main Street. Overall, the direction of this road is from northeast to southwest. Within Princeton Borough, however, the source of many of the publications concerning its history, the road runs more or less east-west, and has been referred to as if that were its course. Those directions will be used in this description, so that reference will be made to the north and south sides.

Mile posts cited are those assigned by the New Jersey Department of Transportation. Although historically this road was one highway, it now has two route numbers. The King's Highway Historic District runs between State Route 27, m.p. 0.0 and 4.10, beginning at Bayard Lane in Princeton Borough, within the State and National Register Princeton Historic District. This part of the highway also passes through five additional Historic Districts listed on the State and National Registers: Jugtown, Lake Carnegie, Kingston Mill, Delaware and Raritan Canal, and Kingston Village. The other section is US Route 206, m.p. 48.30 to 53.90. This segment also passes through the Princeton Historic District, as well as two other Historic Districts listed on the State and National Registers of Historic Places: Stony Brook Village /Princeton Battlefield and Lawrence. The widths of travel lane paving and paved shoulders also primarily are based on NJDOT's 1998 straight-line diagrams, but have been modified on the basis of field inspection.

The King's Highway Historic District begins at the eastern end of the intersection of State Route 27 and Raymond Road east of the unincorporated village of Kingston and ends at the eastern end of the intersection of US Route 206 and Franklin Corner Road. For the most part its width is 66'; this is calculated as the width of the cartway plus any shoulders, plus the distance at any side that adds up to 66'. This width is based on four rods, one colonial measure for important roads, and the right-of-way generally accepted for title insurance. It increases in width at historic intersections to include a 50'-length of the intersecting road.

For much of its length the highway is a modest, two-lane road with no shoulders or shoulders of 6' to 8', sometimes on both sides of the road, but sometimes only on one. Between towns and villages it retains a semi-rural character, with long sections bordered by mature trees. [Photos 6, 52, 146] The road widens as it passes through Kingston, Princeton Borough, and the unincorporated village of Lawrenceville. In parts of Kingston and Princeton Borough there are parking lanes on either one side or both. The paving is asphalt with painted striping.

In addition to the alignment of the road, which has remained essentially unchanged since the eighteenth century, and its width, there are several character-defining features with varying dates spanning its long period of significance. These are described below and include: vertical alignment, the width and angle of intersections, bridges, retaining

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walls, bluestone sidewalks and curbing, markers, signs, walls, fences, vegetation (especially mature trees shading the road), and lighting, as well as certain unique features, such as the horse trough in Princeton Borough.

**Kingston Section**

At the intersection with Raymond Road, the north curb of the highway is a boundary of the Kingston Village Historic District, so that the entire highway is excluded from that district. At the eastern edge of Shaw Drive (Route 27, m.p. 3.55), the boundary crosses the highway, so that the entire north side of the highway from there westward to the boundary of the Delaware and Raritan Canal Historic District lies within the Kingston Village Historic District. On the south side, the eastern boundary of the Kingston Village Historic District begins at the eastern lot line of Block 97, Lot 9. The present nomination places both sides of the highway through Kingston from Raymond Road to the canal on the New Jersey and National Registers.

Raymond Road enters the highway at approximately a 35 degree angle. It is a two-lane road, without shoulders and with a grass clear zone and some white pines on the west side within the right-of-way, as well as landscaping associated with a house on the southeast corner. At the intersection Raymond Road divides so that there is an entirely separate right turn lane, defined by a striped island. [Photo 2] It has recent signalization and cluttered recent signage.

From Raymond Road to the Laurel Avenue/Heathcote Brook Road intersection, there is an 11' travel lane in each direction with 8' foot shoulders on the north side and narrower shoulders on the south gradually increasing to 8'. Therefore the boundaries include approximately 12' to 13' beyond the shoulders to either side of the road. On the north side, within the boundary, there is a grass bank, which quickly levels out. Beyond the boundary is a gravel and dirt parking lot with vista of a field planted with evergreens. The field continues beyond the end of the parking lot. On the south, the area within the boundary is the edge of a flat, grassy field, beyond which, in the distance, is a group of condominiums. Further to the west the south side is lined with scrub and second growth trees.

At Route 27 m.p. 3.90 the boundary on the south side includes decorative shrubbery in front of a house on Block 97, Lot 10.11. At approximately m.p. 3.78, the boundary includes brush and second growth trees on the south and mature cultivated trees on the north, including a row of silver maples in front of #114 Main Street (Block 5.02, Lot 130). [Photo 6] At m.p. 3.64 the road crosses Heathcote Brook, which runs through a poured concrete box culvert with flared abutments. The legend "New Jersey 1920" is inscribed on its north face. The shoulders narrow here and there are standard w-beam galvanized guard rails. Second growth trees and brush grow on both sides of the road on the lower ground near the brook.

Beginning at approximately Route 27, m.p. 3.50, development in the village of Kingston is more dense and there are grass planting strips and late twentieth-century concrete sidewalks and curbing within the boundary on the south side of the road, at the entrances to recent developments, Kingston Terrace Road (m.p. 3.50) and Fairfield Road (m.p. 3.68). At approximately m.p. 3.58, at the northeast corner of Shaw Drive, a narrow slate sidewalk and a mature

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privet hedge are within the boundary. From the northwest corner, a grass planting strip and light gray, late twentieth century concrete sidewalk run west toward the center of town. There is also a white, brushed concrete curb. At the corner (Block 4, Lot 10) there is a cobblestone pedestal with an iron frame for a sign, now gone. At Route 27, m.p. 3.5, the Kingston Presbyterian Church (1854) is fronted by a Greek Revival wrought and cast-iron fence of the same pattern found at Trinity Episcopal Church in Princeton Borough (Route 206, m.p. 58.50), which lies just within the boundary. [Photo 10] The sense of a border to the highway provided by this fence is continued by hedges and fences on the properties to the west. From this point westward, the paved way narrows to a total of 33', with parking on the south side and vernacular nineteenth-century houses are located closer to the road, sometimes touching the 66' right-of-way. However, the concrete sidewalk continues, as does the grass strip, except where the buildings are so close to the road that this is not possible.

On the south side there also is a grass strip, late-twentieth century light gray concrete sidewalk, and brushed, white concrete curb within the boundary. The buildings on this side are closer to the road with small front yards, part of which lie within the boundary. The porch on the house at 4422 Main Street (Block 97, Lot 9) is also partially within the boundary. A large red oak at 4575 Main Street (Block 3, Lot 21) is within the boundary.

At the intersection with Heathcote Brook Road and Laurel Avenue (Route 27, m.p. 3.40), the cartway pavement has been widened to allow for right turn lanes in each direction. [Photo 14] Heathcote Brook Road enters the highway at a slight angle from the southwest, while Laurel Avenue enters more or less at a right angle from the north. Both roads have approximately 20' of cartway, a travel lane in each direction with no shoulders. At all four corners, nineteenth-century vernacular buildings, contributing in the Kingston Village Historic District, lie within or touch the 44' right-of-way of Laurel Avenue and the 33' right-of way of Heathcote Brook Road. On Laurel Avenue, narrow planting strips and exposed river stone aggregate concrete sidewalks lie within the boundary, but on Heathcote Brook Road there are only a few feet of earth between the paved travel lanes and the buildings. A large sycamore on the northwest corner is within the boundary.

The pattern established east of the Laurel Avenue/Heathcote Brook intersection continues eastward to the Academy/Church Street intersection. The road widens to approximately 40' with two travel lanes and parking lanes on either side. On the north side the planting strip and a concrete sidewalk are within the boundary. The sidewalk is a mixture of gray concrete with exposed trap rock aggregate and grayish/tan concrete with river stone aggregate. In some areas the planting strip has been covered with asphalt. On the south side there is a planting strip, with similar sidewalk, although river stone is predominant. There are brushed concrete replacement sidewalks on both sides in front of Block 3, Lots 15.01 and 15.02 and Block 107, Lot 8. Curbs on both sides of the street are predominantly brushed, white concrete, but with some areas of large, exposed river stone aggregate, particularly near the intersections.

At approximately Route 27, m.p. 3.48, on Block 107, Lot 7.01, on the south side of the road is a structure that lies within the Kingston Village Historic District, but has particular significance for the King's Highway Historic District. This is a gas pump shelter, which may date from the Lincoln Highway era and certainly was in place in the early years

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of the road as a state highway. It consists of brick and concrete piers supporting an asphalt tile, hipped roof. Beyond it is a parapet-fronted concrete garage, probably of the same date. [Photo 15] At this point the boundary increases by 6' to the south in a rectangle 22' wide.

Academy Street/Church Street at Route 27, m.p. 3.30 is another skewed intersection. (Historically Academy Street was Mapleton Road, the name it maintains southwest of the village.) [Photo 18] Again it is the southern road that comes in at an angle of about 40 degrees. To accommodate turning lanes, the cartway widens here to 42' without shoulders. Academy Street is a two-lane road with a cartway of 22' and no shoulders. Beyond the boundary on the southeast corner is another relatively early garage. Kingston's 1871 school, now converted to office space, is on the southwest corner just beyond the boundary. Church Street, with a paved way of 17', is a one-way, one-lane road. Within its 33' right-of-way are a sidewalk, modern post office and a parking area on the east side. On the west side a grassy bank and the stone wall of the Presbyterian Church cemetery are within the boundary. Part of the cemetery gate on the northwest corner also is within the boundary. The intersection as a whole is characterized by modern signalization and signage, including a signal box at the northwest corner.

West of this intersection, the road maintains a greater width leading to the modern bridge across the Delaware and Raritan Canal and the Millstone River and runs within a cut. There are steep embankments within the boundary on both sides, with a row of secondary growth trees along the crest of the southern embankment.. Part of the stone cemetery wall on the north side is within the boundary. Near the eastern end of the wall, within the boundary, is a granite marker indicating that at this point, after the Battle of Princeton, Washington held a council of war and decided to turn northward with his weary troops, rather than attempting to capture the British treasury at New Brunswick. There are no shoulders along this stretch of road, which is bounded by white, brushed concrete curbs.

At Route 27, m.p. 3.29, the Historic District follows the old course of the road down to the Delaware and Raritan Canal and the Millstone River. Here it lies within the Delaware and Raritan Canal Historic District. In the vicinity of m.p. 3.20 it crosses the abandoned tracks of the former Rocky Hill Branch Railroad, a branch of the Pennsylvania Railroad, which once connected Rocky Hill and Kingston with the main line at Monmouth Junction. Almost all of the track was taken up when the railroad bed became part of a "rails to trails" project, so this is a rare surviving remnant. The road then proceeds to cross three bridges, the first spanning the Delaware and Raritan Canal; the second Heathcote Brook, a tributary of the Millstone; and the third the Millstone River.

On the north edge of the road, just before the canal crossing is an iron sign on a polygonal iron post, probably dating from the 1930s. [Photo 24] At the top, within a motif of a broken pediment are the entwined letter "NJ". The body of the sign reads "Delaware Raritan Canal." The present canal bridge is 28.5' feet wide, resting on wooden pilings, and has an asphalt deck, with a wooden walkway along the south side, and wooden side rails. [Photo 25] These wooden railings were a standard mid-twentieth century treatment for bridges along the canal, but many are now being replaced by metal rails. Because this bridge is no longer used, except by visitors to the canal park and the owner of the Kingston Mill, the wooden railings are more likely to survive. To the south can be seen the lock, lock keeper's house, and telegraph office. At the west end of the bridge, on the south side of the road, is an iron railroad crossing sign, facing west, also dating from the 1930s. [Photo 26]

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Beyond the canal, a stone retaining wall and post-and-rail fence separate the road from a parking lot. There also is a post-and-rail fence on the south side. Scrub vegetation and second growth trees are within the boundaries.

The bridge over Heathcote Brook is 31' long and 24' wide. It also is supported on timber pilings with wooden abutments. It has a wooden deck and wooden railings. [Photo 28]

At approximately Route 27, m.p. 3.05, the highway reaches the eastern end of the bridge over the Millstone River and enters the Kingston Mill Historic District. [Photo 31] When the 1792 stone bridge over Stony Brook proved to be a success [see below], the Somerset and Middlesex County Freeholders decided to erect a similar bridge over the Millstone at Kingston. This was to be "seventy-four feet clear water passage, or from abutment to abutment, exclusive of pillars, to consist of four arches." The height was left to the determination of the managers, who were, for Somerset, Robert Stockton and Isaac Hornor. The project was completed by 1799 at a cost of £2285.17.2, with each county paying half.<sup>1</sup> It is constructed of rubble stone, which has been parged with a cementitious material, now considerably deteriorated. The capstones have been replaced by concrete. The bridge is approximately 25' between the parapets and 150' long, with, as specified, four arches used to span the river. It is what is generally called a "hump-back" bridge, i.e. it rises to an apex at the center. This is particularly noticeable at the parapet walls; the deck has been flattened because of repaving and, probably, some regrading, but still retains its "hump.". A shale datestone on the interior of the north parapet toward the eastern end is inscribed P. Dorn [the name of the builder] 1798. A chipped shale stone on the interior of the south parapet reads

KINGSTON [B]RIDGE  
45 M. To Phl.  
50 M. To N.Y.

The bridge is in poor condition. Much of the parging has come off and the stonework is badly in need of repointing.

From the bridge, the Kingston Mill is clearly visible to the south. The old road dead ends at the mill.

**Eastern Princeton Township**

The King's Highway Historic District rejoins the presently used highway at Route 27, m.p. 3.01, where, because of configuration of the new bridge and the intersection with River Road, the paved width is 37'. [Photo 34] In general, the intersection is characterized by modern signalization and signage, with a signal box at the northwest corner. However, there is an older street sign on the northeast corner. [Photo 35] Probably contemporary with the sign marking the Delaware and Raritan Canal, it consists of rectangular iron plates with the road names in raised letters, placed on an octagonal pole and capped by a small finial.

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<sup>1</sup> Somerset County Freeholders Minutes [hereafter SoCFM]., 30 June 1797 and 19 August 1799.

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River Road quickly narrows to 22' feet, while Route 27 also narrows quickly to an 11' travel lane in each direction with 6' shoulders (according to the straight-line diagrams, but actually 8' on the north side and 4' on the south). Brushed, white concrete curbs extend for a short distance beyond the intersection on either side. Nineteen feet to either side of the road is included within the King's Highway Historic District. The Kingston Mill Historic District includes both sides of the road and extends to approximately m.p. 2.85. On the north side of the road at 1108 Princeton-Kingston Road (Block 1502, Lot 1) there is no shoulder and a projecting bay of the house is within the boundaries of the Kings Highway Historic District as are plantings in front of the house, and the ends of dry stone walls flanking the driveway. [Photo 34] To the west a grassy bank in front of 1082 Princeton-Kingston Road (Block 1502, Lot 2) is within the boundaries. Beyond this can be seen the Greenland-Brinson-Gulick House, a key building in the Kingston Mill Historic District.

On the south side, part of a steep bank dropping down to the Kingston Mill (Lot 1501, Block 2)<sup>2</sup>, and shielded by a standard w-beam galvanized guard rail, is within the district. Beyond that a hedge in front of 1091 Princeton-Kingston Road (Block 1501, Lot 3) is within the right-of-way. The southwest corner of this property (Block 1501, Lot 7) is also the southwest corner of the Kingston Mill Historic District. On the north side of the road, the district extends along the northern edge of the highway to the southwest corner of Block 1502, Lot 2. West of Block 1501, Lot 7, fences and mature trees fronting more recent houses lie within the highway district. Behind these is Lake Carnegie, which itself constitutes a historic district on the New Jersey and National Registers. In winter the lake becomes visible at approximately m.p. 2.82. In the summer this is masked by dense foliage, which in this stretch of road is within the boundaries on both sides. A large elm at 1000 Princeton-Kingston Road (Block 47.3, Lot 23) is within the boundary. [Photo 41] From approximately m.p. 2.75 to m.p. 2.60 there is a tree line along the south side.

Lake Carnegie is visible on the south side of the road at all times of year between m.p. 2.8 and m.p. 2.4. Although the lake itself is not within the boundaries of the King's Highway, a grass strip is. This is defined by boulders and a row of relatively young amur cork trees, part of a small embankment separating the highway from a parking lot. [Photo 43] The embankment is higher at its western end and has not been landscaped.

The north side of the highway is lined by residences, with typical suburban plantings within the boundary.

At approximately Route 27, m.p. 2.36 the road crosses Harry's Brook (mislabelled on NJDOT's straight-line diagram as Harvey's Brook) on a small bridge, which is within the Lake Carnegie Historic District. It is scheduled for replacement in the near future. This is a low stone, random ashlar bridge of two spans, one arched, the other with a flat lintel, and 23' wide between the walls. [Photo 45] Differences in the stonework reveal that it was built in two sections. Neither rises more than a few feet above the water. The capstones on the low parapet walls have been largely replaced with concrete. There are standard w-beam galvanized guard rails at the approaches to the bridge.

<sup>2</sup> Because Princeton Township changed its tax map in 1994, and altered block and lot numbers, these numbers differ from those in the Kingston Mill Historic District National Register form.

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Beyond the bridge the surroundings again are of a semi-rural suburban quality, with heavy plantings, approximately 19' of which to either side lie within the boundaries. [Photo 52] Among the notable trees are a silver maple on the northwest corner of the intersection with Roper Road, and a number of elms, including two on the east and west corners of Poe Road (m.p. 2.28). This pattern continues up to the intersection with Snowden Lane and Riverside Drive, a modern intersection with signalization and signage. [Photo 58] From the west side of Locust Lane (m.p. 1.74) to this point the road is curbed with late twentieth-century white concrete on the north side. On the northeast corner (Block 7601, Lot 2) are brick gate posts marking the former grounds of the Princeton Preparatory School for Boys, which was established in 1873 and flourished until the 1930s.<sup>3</sup> Curved brick walls lead to pedestals capped by concrete balls. At the southeast corner (Block 7701, Lot 4), a high board fence in front of the house is within the boundary, as is part of the overhanging western section of the building. On the southwest corner (Block 56.03, Lot 159), a large elm is within the boundary.

**Princeton Borough**

At the intersection with Snowden Lane and Riverside Drive, the highway crosses the eastern boundary of Princeton Borough. From here to the western end of the borough, there are curbs on both sides, with some storm sewer inlets. Although much of the curbing in Princeton Borough is concrete, there are large areas of older bluestone curbing, especially in the eastern part of the borough, as well as some granite curbing in the downtown. The bluestone curbing consists of stones three to five feet in length and square in section. [See Photos 73 and 93] At intersections, however, all curbing has been replaced in concrete, which curves around the corners.

The paved way widens to 31', but there are no shoulders. Therefore the boundary includes 17 1/2' to either side of the pavement. Grass planting strips and concrete sidewalks fall within the boundary on either side of the road, as does ornamental planting on most of the frontage. Throughout Princeton Borough, except for the downtown, trees in the planting strips are primarily pin oaks, approximately 50 to 60 years old.

On the south side from Riverside Drive west to the lot at the southeast corner of Cedar Lane, flourishing hedges are within the boundary. The sidewalk is concrete, some gray with a trap rock aggregate, some grayish tan with a river stone aggregate. There also are sections of brushed concrete replacement squares. Curbs are gray, brushed concrete. Two large shade trees are on the corner property (Block 56.03, Lot 77). There is a fine row of trees just beyond the boundary in front of the Lutheran Church at the southwest corner of the highway and Cedar Lane (Block 53.07, Lot 75). From this point west to Harrison Street there are shade trees in the planting strip. Also on the south side, at m.p. 1.20, the intersection with Wilton Lane, is another of the 1930s street signs.

On the north side between Snowden Lane and Scott Lane, there also are ornamental plantings along the frontage, including a number of large silver maples, which are just outside the boundary, but overhang the edge of the road.

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<sup>3</sup> Varnum Lansing Collins, *Princeton Past and Present*, Princeton (1931), 89.

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There also are trees in the planting strip from east of Scott Lane to approximately m.p. 1.10. The sidewalk here predominantly has trap rock aggregate or a mixture of trap rock and river stone.

From Markham Road west to the intersection with Harrison Street and North Harrison Street, the road maintains the same paved width, but has been striped for parking on the south side. [Photo 66] It is lined on both sides by predominantly nineteenth-century vernacular buildings, although there is a modern condominium on the southwest corner of Markham and a modern bank on the north side west of Scott Lane. The porticos and front steps of the buildings on the south side of the highway lie within the right-of-way, with the actual building line at its edge. The two properties immediately east of the intersection (Block 53.01, Lot 80 and Block 32.01, Lot 214) mark the beginning of the Jugtown Historic District, listed on the New Jersey and National Registers, and also a local district. Gray, brushed concrete curbing continues on both sides of the street.

The concrete sidewalk on the north side is an admixture of older concrete with river stone or trap rock aggregate and replacement concrete tinted gray. At the northeast corner of Nassau and North Harrison Street, there is a large paving stone in the planting strip in front of the Horner House (Block 32.01, Lot 214), probably the remains of a former path from the highway to the house.

On the south side, between Markham and Harrison, the sidewalk is generally relatively recent tan concrete, with a section of older river stone aggregate in front of 347-349 Nassau Street. There also are sections of late twentieth-century gray concrete, and a few squares of white. There is a granite hitching post in front of 361 Nassau Street.

Harrison Street and North Harrison Street were laid out a different times and thus have different historical rights-of-way, Harrison Street at 45' and North Harrison Street 33'. Each has been provided with turning lanes at the corner (as have the two ends of Nassau Street), so that the paved width at the intersection is approximately 33'. [Photo 69] On both sides of Harrison Street, planting strips and concrete sidewalk lie within the boundaries. There is a large sycamore tree on the southwest corner and a large, but dying, elm on the northwest corner. On North Harrison Street, paving now fills the entire width of the right-of-way. The intersection has modern signalization and signage.

The Jugtown Historic District includes both sides of the road up to the western boundary of Block 52.01, Lot 61. It then extends along the north curb line to the western boundary of Block 34.01, Lot 1. The road westward maintains a 31' width without shoulders up to Princeton Avenue. Concrete sidewalks are within the boundary as are planting strips with pin oaks.

This is one of the areas in the borough where a considerable amount of bluestone curbing survives. On both sides of the street oak trees in the planting strip and ornamental landscaping of properties fronting the highway are within the boundary. This is particularly striking on the south side from Harrison Street west to 315 Nassau Street (Block 52.01, Lot 61), where parts of the front steps of the buildings and/or fences are within the boundary. The sidewalk in front of Block 52.01, Lot 67 at the southwest corner of the highway and Harrison Street is bluestone flags, except for the section in front of its west wing, which has large grilles set in concrete forming a catch basin. From here west to

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Princeton Avenue, the sidewalk is predominantly a grayish tan concrete, with mixed trap rock/ river stone aggregate. Most of this is exposed either through intention or wear. There is one section of river stone aggregate and another section of new concrete tinted grayish/tan.

On the north side of the street, the sidewalk is predominantly gray concrete with trap rock aggregate, which is exposed either through intention or wear. There are occasional short stretches of river stone aggregate. There also are several new patches, especially west of Evelyn Place. At m.p. 0.91 is a stone mounting block in front of 304 Nassau Street (Block 34.01, Lot 4). [Photo 73] The adjacent property to the west (Block 34.01, Lot 3) has the remains of Belgian block driveways bordered by stone curbing. Just beyond the boundary at the eastern end of the driveway are granite gate posts. The sidewalk in front of this property consists of huge bluestone slabs.

The cartway widens again to 34', without shoulders, at Route 27, m.p. 0.92 (Princeton Avenue). [Photo 75] From this point westward, the general pattern on both sides continues to be planting strips with pin oaks and concrete sidewalks, except as otherwise noted. At Murray Place, where there are two service stations (and used to be a third) the streetscape changes from residential to commercial. [Photo 78] And from this point westward to the center of town and beyond to Bayard Lane, the surroundings have a more urban character with buildings set closer together. From approximately Route 27, m.p. 0.75, just west of the intersection with Pine Street, the road widens to 12' travel lanes in each direction with 9' parking lanes on both sides. (There also are two spaces east of Pine Street on the north side.) This condition is maintained to the intersection with Washington Road/Vandeventer Avenue. The boundaries continue to include the planting strip, sometimes in grass and sometimes paved or replaced by tree wells, still containing numerous pin oaks and some red oaks. Within this segment, the offset intersection with Chestnut Street and Olden Street is marked with modern signalization and signage.

Most of the curbing along the north side of the street is bluestone, although at intersections the corners have been rounded with concrete. From Linden Lane to Vandeventer, older sections of sidewalk have either river stone or trap rock aggregate, often exposed either through intention or wear. Bluestone flags survive in front of 230 (Block 30.01, Lot 1), 236 (Block 30.01, Lot 36), and 238-240 (Block 30.02, Lots 38, 83, and 82) Nassau Street. There also is considerable replacement sidewalk and paving of the planting strip, usually in gray concrete with a brushed finish. Between Moore and Moran Streets, in front of St. Paul's Church, there is a late twentieth-century red brick sidewalk. The planting strip has been paved in yellow brick, but the bluestone curb remains. An old street sign remains on the northwest corner of the intersection with Pine Street.

Almost all the bluestone curbing on the south side of the street has been replaced with concrete with exposed river stone aggregate, which had been poured in sections. This probably dates to the first half of the twentieth century. As is the case on the north side, it has been replaced with gray poured concrete at intersections, and the corners have been rounded.

On the south side, from Princeton to Murray Place, the sidewalk is predominantly gray concrete with trap rock aggregate, although there also is a section of tan river stone concrete, and some brushed, gray replacement squares.

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Between Murray Place and Olden Street, there is a considerable amount of replacement brushed concrete, both gray and white. There is, however, also some older sidewalk, which, as usual, has squares of both trap rock and river stone aggregate. There is a short section of bluestone flag in front of 253 Nassau Street. From Olden to Washington Road, there is a similar mixture of squares with both types of aggregate. There also is a considerable amount of more recent brushed, gray concrete, much of it laid where there formerly were planting strips.

On the south side of the road between Olden Street (Route 27, m.p. 0.66) and Washington Road (m.p. 0.40), a number of building and landscaping features are within the boundary. [Photo 81] These include: (all numbers are addresses on Nassau Street and in Block 47.02, Lots 1-16) plantings at 229-231; a hedge in front of 221; steps at 205, 199, 193 and 195 (Block 46.02, Lots 23-24); a fence in front of the old Nassau Street school (Block 46.02, Lot 22); and porches at 169, 173, and 179-183 (Block 46.02, Lots 17-21.01). At 179 Nassau Street, a protruding bay also lies within the boundary.

At the northwest corner of the intersection with Moore Street is a distinctive street light. This is of a type found at several locations along the highway through Princeton Borough. These consist of floriform standards with scrolled, curved arms, which have been relamped. At the base is a plaque with the initial "PS" for Public Service. They are cast iron, finished with many coats of green paint, giving them a patina resembling bronze. [See Photo 95] Hereafter they will be referred to as "PS" lamps. According to a representative of Public Service Gas and Electric Co., they were installed in 1952.<sup>4</sup> Their design, however, with Art Nouveau and Art Deco influences, appears to date from an earlier period, and they should be considered contributing elements. All have been relamped and many have replacement arms. There are lamps with replacement arms along the south side of the street between Moore Street and Washington Road.

The paved way of Washington Road is approximately 33' wide with treeless planting strips and sidewalks within the right-of-way. At three of the four corners (except the southeast) are PS lamps. On the southeast corner of the intersection, but outside the boundary is a stone marker commemorating George Washington's route to Morristown following the Battle of Princeton. The intersection has modern signalization, signal boxes, and signage. The northeast corner contains a clutter of mail boxes and newspaper vending machines. [Photo 85] At the northwest corner is a modern kiosk.

At Washington Road the highway enters the Princeton Historic District, which includes both sides of the road and extends to the western boundary of Princeton Borough with Princeton Township. From here to Bayard Lane both sides of the street also are within a local historic district.

Immediately west of Washington Road, the traveled way widens to 38' allowing for three lanes of traffic and, with 8' parking lanes on either side, extending to Witherspoon Street. The boundaries therefore extend 11' to either side. [Photo 91] On the north side the boundary encompasses planting wells for trees (zelkovas), modern street furniture,

<sup>4</sup> Conversation with Robert Ronald, PSEG, 2/9/00.

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and PS lighting. The sidewalk from Washington Road to the eastern boundary of Palmer House (Block 19.01, Lot 1, opposite Mercer Street intersection) was replaced by Princeton Borough in the 1980s. It is smooth gray concrete, scored to simulate diagonally laid blocks. The curbing also was replaced in granite.

Beyond the boundary is an almost solid row of buildings, interrupted only by an occasional alley and, at approximately Route 27, m.p. 0.33, Tulane Street. The front walls of these buildings reflect the 99' right-of-way claimed by the Department of Transportation. Among them are two key buildings within the Princeton Historic District: Bainbridge House, an eighteenth-century brick Georgian building at 158 Nassau Street, and the half-timbered Tudor Revival Pyne Building at the northeast corner of Nassau and Witherspoon Streets. [Photo 97]

The Princeton University campus is on the south side of the road. Much of the road here retains its old bluestone curbing. Also within the boundary is a planting strip with shade trees (although much of it has been graveled), and a sidewalk paved with the type of bluestone known in the nineteenth century as North River flag, probably because it came from Hudson River quarries. It is now known as New York-Pennsylvania bluestone, variegated finish, natural cleft. These features continue to University Place. A prominent feature within the boundary at approximately m.p. 0.3 is a stone horse trough with pedestrian water fountain (non-functioning). [Photo 93] Placed at the head of Witherspoon Street in 1894, it was moved to its present location in 1904 to make way for the Fitz Randolph Gateway.

The intersection with Witherspoon Street is at m.p. 0.26. There is modern signalization and signage. At the head of the street on the south side just beyond the boundary is another key feature of the Princeton Historic District, the ceremonial entrance to the university, FitzRandolph Gateway. Designed by McKim, Mead and White, it was erected in 1905. Beyond the gates, Nassau Hall, a National Historic Landmark, and the front campus can be seen. To the left of the campus is the Joseph Henry House, another National Historic Landmark.

The Witherspoon Street right-of-way is entirely occupied by travel lanes, parking lanes, and concrete sidewalks. On both sides the building line is the outer limit of the right-of-way.

West of Witherspoon Street, the width of the road remains the same, allowing for two lanes of traffic and/or turning lanes, as well as parking on the north side. The north side of the road is lined by attached buildings, while the university campus and Maclean House (1754-1756) are on the south. Maclean House is the original President's House of the college, under which name it is listed in the Historic American Buildings Survey, it also is a National Historic Landmark. Stone curbing and sidewalks extend along the university frontage.

Palmer Square (1936-1939) is located at Route 27, m.p. 0.20 on the north side. [Photo 99] Although its buildings are located beyond the boundary, they offer a strong sense of enclosure to the transportation corridor. There are three more PS lamps at this double intersection, and shrubs within the planting strip that fronts a small park. On the south side of the street, the landmark Greek Revival Nassau Street Presbyterian Church (1836) is beyond the boundary. From here to Mercer Street, there are parking lanes on both sides.

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The solid building line is interrupted on the north side by the former Second Presbyterian Church (c. 1870, now the Nassau Christian Center of the Assembly of God), beyond the boundary at the northeast corner of the intersection with Chambers Street. Within the boundary, on the northwest corner, is a PS lamp. The southern side of the street beyond the boundary is occupied by Holder Hall (1910, now part of Rockefeller College), one of the university's most important Collegiate Gothic buildings, which extends to University Place at m.p. 0.10.

On the north side of the street, there is again a solid row of buildings, interrupted by Bank Street, but otherwise continuing to the intersection with Mercer Street at m.p. 0.05. The University Place/Bank street intersection has modern signalization and signage; there are relamped PS standards on the northeast and southwest corners, as there are on both corners of the Mercer Street intersection and the north side of the street opposite. On the south side between University Place and Mercer Street is a recently laid block sidewalk, with a pavilion built for the French Flower Market, just beyond the boundary. On the west side of Mercer Street, in the triangle between Mercer and the highway, is a small park with a stone exedra commemorating Princeton's war dead. Part of its landscaping is within the boundary.

The Bayard Lane intersection, with modern signalization and signage, is 51' in width, which includes the turning radii at the northeast and northwest corners. [Photo 111] Beyond this, Bayard Lane quickly narrows to 33'. There are grass planting strips and concrete sidewalks on both sides. This intersection is complicated because Monument Drive forms an additional intersection at right angles to Bayard Lane, while the highway forms an acute angle with the drive. Along the highway, the large property on the northeast corner (Block 19.01, Lot 2) is enclosed by an early twentieth-century brick wall. The wall rounds the corner, where it is pierced by an iron gate, in front of which are the remains of a Belgian block driveway.

There is a relamped PS standard within the boundary on this corner. From the intersection westward, the highway becomes US Route 206.

The road narrows again west of Bayard Lane to 30' with 0' to 2' shoulders. Between the Bayard Lane intersection and Library Place the curbing is bluestone. On both sides there are PS poles. These differ from those in the downtown. Although the base and pole are the same design, they are shorter and have no arms. They have been relamped with Colonial Revival lanterns. On the south side, at the intersection, are several nineteenth-century houses. Their ornamental front plantings are within the boundaries, as is a cast-iron fence in front of 18 Stockton Street (Block 41.01, Lot 53). But most of the block to Library Place has a relatively open character because of the presence of a small park and large lots associated with institutional buildings. Beyond the houses, stretching westward for approximately 250' are the grounds of Trinity Episcopal Church. The present church was erected in 1868, but the handsome Greek Revival fence, which lies within the boundary, may relate to the earlier Greek Revival church (1833-1834). [Photo 114] Of wrought iron with cast-iron ornaments, the fence features anthemion and Greek key motifs. Just beyond the fence is a recent (1981) granite marker commemorating Washington and Rochambeau's march to Yorktown.

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The paving from Bayard Lane, including the frontage of the church property to its west drive, is bluestone laid as flagstone. From there to Library Place the sidewalk is primarily gray concrete with large trap rock aggregate, although some has been replaced with more recent gray concrete. Beyond the church property is a modern institutional building and a parking lot. Part of the landscaping of both lies within the boundary, as does that of a house designed by Richard Morris Hunt at the southeast intersection with Library Place. There are some large silver and Norway maples behind the Trinity Church fence and in the planting strip.

On the north side, west of the Bayard Lane intersection, the street is bordered by a small park, belonging to the State of New Jersey, and designed in 1922 as a setting for the Princeton Battle Monument. [Photo 111] The Battle Monument is the work of the distinguished American sculptor Frederick MacMonnies. Monument Drive, which leads to the monument, is bordered by an allée of elms, at least one of which is within the boundary. Also within this park is the bronze "collar" of a memorial tablet, which marked the location of the last of a row of catalpa trees planted along the highway by Richard Stockton, a Signer of the Declaration of Independence. (There are current plans to redo the landscaping of this park.) Separated from this park by a driveway leading to Borough Hall are the grounds of Morven, Stockton's home, and a National Historic Landmark. A modern (c. 1970) fence within the boundary is being replaced by a reproduction early nineteenth-century wooden fence. A brick wall picks up the line of this fence along the property at the northeast corner of Library Place. These, as well as the fence along the Trinity Church frontage are strong defining features of the streetscape. The sidewalk is a grayish cement with large trap rock aggregate.

The intersection of Stockton Street (Route 206) and Library Place (m.p. 53.74) has modern signalization and signage.

On the south side from Library Place to Edgehill, the streetscape assumes something of a village character. Small to medium-size houses are located on small lots with minimal front yards. As is usual a planting strip with some pin oaks, concrete sidewalk, and fences and some landscaping are within the boundaries. The sidewalk is primarily gray concrete with trap rock aggregate, much of which is exposed through intention or wear.

There are also a planting strip and sidewalk fronting the larger properties on the north side. The brick wall of the northeast corner property continues the line of the wall on the opposite side of Library Place and lies within the boundary. This line is picked up by a simple iron fence along the property of Lowrie House, the official residence of the presidents of Princeton University, which runs to Campbelton Road (Route 206, m.p. 53.58). It is interrupted by stone gate posts opposite Edgehill Street. Trees behind the fence overhang the roadway, creating a canopy with the trees in the planting strip on the south side. The sidewalk on this side is gray concrete with trap rock aggregate to the boundary between Lowrie House (Block 10.02, Lot 22) and the corner property (Block 10.02, Lot 16). From that point on there is an asphalt bicycle/pedestrian path extending to the Borough border. Both sides of the street have bluestone curbing.

West of Edgehill Street the pattern changes, although the house on the southwest corner (with a fence in the right-of-way) shares the character of its neighbors to the east. Between Campelton Circle (Route 206, m.p. 53.58) and the southwest corner of Hibben Road (m.p. 53.56) the south side of the road is occupied primarily by dormitories

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belonging to Princeton Theological Seminary. Although the buildings are set far back, a pipe and wire fence, probably dating to the late nineteenth century, is within the boundary. Also within the boundary are some large pin oaks, bluestone sidewalk, and a grass planting strip, and some PS pole street lights, like those between Bayard Lane and Library Place. Most of the sidewalk, however, continuing to the eastern boundary of Marquand Park is gray or grayish/tan concrete with trap rock aggregate, with the additional exception of a small section of bluestone just west of Edgehill Street.

West of the Seminary dormitories on the south side are half a dozen houses, set close to the road with planting strip, concrete sidewalks and fences within the boundary. Between Elm Road (Route 206, m.p. 53.40, with modern signalization and signage) and Lovers Lane (m.p. 53.31) the road has been widened to allow for turning lanes. On the south side is Marquand Park, with post-and-rail fencing and some old white pines within the boundary. On the north side there is a planting strip and the asphalt bicycle path, which continues to Independence Avenue (m.p. 53.24) in Princeton Township. Some suburban landscaping is within the boundary, but there are no trees and none overhang the boundary. Both sides are curbed in concrete. [Photo 123]

**Western Princeton Township**

At Lovers Lane (Route 206, m.p. 53.31) the highway reenters Princeton Township and narrows to a paved way of 28', with shoulders varying from 0' to 6' (on one side only); for most of its length there are concrete curbs. There is a grass clear zone on the south with the planting strip and bicycle path continuing on the north. At approximately m.p. 53.26 on the south side is Drumthwacket, the Governor's Mansion, which is individually listed on the State and National Registers. The registered property includes the grounds, mansion, and the eighteenth-century Thomas Olden House. The road widens here to allow for a right turn lane. The lawn, and Drumthwacket's modern iron fence lie within the boundary. Behind the fence is a row of elm trees. At the western end of the Drumthwacket property, Thomas Olden House perches on a small hill. The road here passes closer to the Olden house than it did originally, because a curve was straightened in 1924. At this time a cut was made; the resulting bank is held in place by a dry-laid shale wall. [Photo 126] The wall and the hedge above it lie within the boundary. At the entrance to Drumthwacket, the road begins a gentle descent, which continues until Stony Brook is reached.

From Drumthwacket to Stony Brook, there are curbs on both sides. On the south side, opposite the Farrand Avenue intersection (Route 206 m.p. 53.05) is a stone well head, probably of nineteenth-century date and undoubtedly associated with the Thomas Olden House, which is erroneously believed to be the so-called "Washington Spring."<sup>5</sup> Slightly to the west are gate posts marking what was once the lower drive to Drumthwacket. Opposite Edgerstone

<sup>5</sup> It was once believed that the Thomas Olden House was where the anonymous author of *A Breif [sic] Narrative of the Ravages of the British and Hessians at Princeton 1776-1777* was staying during the battle of Princeton. He reported that after the battle of Princeton Washington came on horseback to the door of this house. From that the legend grew that he refreshed himself at the spring or well. In *The Battle of Princeton* (Monmouth Beach, NJ, 1967), p. 38, Samuel Stelle Smith proved conclusively that, based on internal evidence, the author was Thomas Lawrence, who was at the home of his son-in-law David Olden at the time of the battle. This house was near what is now the Princeton Pike in the vicinity of Lovers Lane.

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Road (m.p. 52.97), a stone, which once held a bronze tablet, relating the fable of the "Washington Spring." The Edgerstoune Road intersection is signalized, and striped to provide a northbound left turn lane and painted median.

On the north side, there are some mature ash trees near the intersection with Independence Avenue (Route 206, m.p. 53.24). Between Farrand Avenue and Edgerstoune Road (m.p. 52.97) a pair of stone gate posts are within the boundary on the north side. These probably mark the former entrance to the Edgerstoune driveway when it was the Archibald D. Russell estate. The road continues its descent, which grows steeper west of Edgerstoune Road. This was an area that was straightened in 1924, although the road still curves. It also was cut, so that there are banks on either side, with second growth trees, and a dry stone retaining wall dating to 1924 on the south side. [Photo 129] Although NJDOT's straight-line diagrams indicate that there are 6' shoulders on both sides, essentially from here to Stony Brook, there are a 0' to 5' shoulder on the south side and a 0' to 2' shoulder on the north. The highway's character in this stretch is rural.

The character changes at the eastern end of Block 9301, Lot 6,<sup>6</sup> where the highway enters the Princeton Battlefield/Stony Brook Village Historic District, characterized by small eighteenth and early nineteenth-century houses clustered close to the road. There is still a slight embankment on the north side, while the south side is flat. Landscaping on all the properties between here and Stony Brook is within the boundary, which touches the front wall of the house on Block 9902, Lot 4, where a free-standing garage is within the boundary. [Photo 131] Fill has raised the road above grade on the north side, so that the building at Block 9301, Lot 12 is below the road surface; it also is partially within the boundary.

At Route 206, m.p. 52.55, Quaker Road enters the highway at a slight angle over a small, one-lane stone arched bridge or culvert. [Photo 133] This bridge, probably constructed in 1807 when the course of Quaker Road was changed, is approximately 20' between the parapet walls. An original stone wing wall extends to the wing wall of the Stony Brook Bridge on the west side; on the east side the parapet wall was rebuilt c. 1990 and has been extended by a Jersey barrier.

An arched stone bridge crosses just beyond the intersection. [Photo 136] In addition to lying within the Stony Brook Village/Princeton Battlefield Historic district, this bridge is part of the Princeton Battlefield National Historic Landmark. The bridge, constructed in 1792, is triple-arched, constructed of brick and rubble stone, faced with local shale laid as coursed rubble. Including wing walls at the eastern end, the bridge is 150' long. The southern wing wall is 64'-6" long; the shorter northern wing wall is 21' long. Although the total length of the bridge is the same as that of the 1799 stone bridge at Kingston, the span over the water is shorter, at 67'-9", exclusive of the width of the piers. Therefore, this bridge could be built with three arches rather than four. The central arch is 26'-6" wide at the springline and higher than the side arches, which are 20'-6" and 20'-9" respectively. The bridge is humpbacked, so that the parapet walls rise at a slight angle, with the apex at the center of the central arch. Because of road resurfacing and

<sup>6</sup> Because Princeton Township redrew its tax map in 1994, changing many block and lot numbers, the numbers given here differ from those in the Princeton Battlefield/Stony Brook Village National Register form.

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grading, the parapet walls, which have stone capstones, rise only about three feet above the pavement. The cartway, widened to the north by constructing a new stone wall in 1916, is 22' wide.

A small arch, through which the tail race of the mill at this location once flowed, is visible at the western end of the south face of the structure, but not on the north. There are two date stones. One randomly laid stone of shale, above the central arch on the outer wall of the south side, is roughly incised with the initials "WW" and the date "1792."<sup>7</sup> On the interior wall a larger, more regularly shaped marble stone reads:

Stony Brook  
1792  
40 miles to Phila.  
56 miles to N. York

It is signed in the lower right hand corner: "WH [Spraster?] Pa. '74." Undoubtedly this is a nineteenth-century replacement for a shale stone like the one on the bridge over the Millstone at Kingston. At the west end of the bridge, on the north side, is the surviving wall of Worth's Mill.

Immediately to the west of the Stony Brook Bridge is a causeway over a low-lying area that is part of the flood plain of Stony Brook. [Photo 140] It is 62' long, also with a 22' cartway. This bridge has stone abutments. The two piers, constructed in 1895, also are stone. Both abutments and piers have 12' reinforced concrete extensions to the south added in 1924. The reinforced concrete deck is carried on steel beams. The reinforced concrete balustrade, with long rectangular openings between square balusters, is of a standard type of the 1920s and early 1930s, and was part of the improvements made in 1924. There is a standard w-beam galvanized guard rail on the south side of the road at the western approach to the bridge. Just west of this bridge (m.p. 52.50), a tree canopy overhangs the road.

West of the bridges, the road widens to 36' to accommodate a passing lane for traffic climbing Bruere's Hill. [Photo 144] The present horizontal and vertical alignments are the result of an alteration in 1924, which removed a sharp curve and reduced the grade by 5.5 per cent. This left banks on either side, which are topped by trees. For the most part these are second growth, but with some more mature trees on north side. Lawn and a fence at the house at Block 9301, Lot 13 are within the boundary. On the north side of the road the historic district extends to the western boundary of Block 9301, Lot 14. On the south side it extends further west to the western end of Block 9801, Lot 4.

At Route 206, m.p. 52.17 the traveled way narrows to 22' with 4' of paved shoulder, and again assumes a semi-rural character. On the north, when the trees are bare, the golf course at Jasna Polana can be seen. Its easternmost end is screened by a row of hemlocks. West of these a distinguished red brick Georgian Revival house can be seen beyond the boundary. Large ash trees in front of this house are within the boundary. Further west, the golf course can be seen again, although when the vegetation is in leaf, it is hidden by shrubbery and a line of burr oaks, which lie within the boundary. These also are planted on the south side of the highway, forming a magnificent allée with overarching canopy. [Photo 146]

<sup>7</sup> The initials stand for William Worth, the original builder. Worth, a mason who also owned a local quarry, lived on the south side of the highway opposite the mill.

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**Lawrence Township**

The highway crosses the line between Princeton and Lawrence Townships at Route 206, m.p. 51.59. It maintains a cartway 22' in width with 4' of paved shoulder on each side. On the north side is a grouping of three related houses, (Block 76.01, Lots 24-26 [with Lot 26 crossing the township line]) covered by the Lawrence Township historic preservation ordinance. Although they are well beyond the boundary, landscaping and a picket fence lie within it, as does a large ash tree and post-and-rail fencing in front of Peterson's Nursery.

The shoulders widen to allow for turning lanes at the Province Line Road intersection. [Photo 152] There also are turning lanes on Province Line Road, but the alignment on which it intersects the highway has remained unchanged, and beyond the turning lanes it quickly reverts to a narrow two-lane cartway, 22' wide with 3' shoulders. The highway also narrows to two lanes beyond the intersection. The intersection has modern signalization and signage. At the northwest corner is a wooded lot. Immediately to its west beyond the boundary is the white frame Gulick House, a property covered by the Lawrence Township historic preservation ordinance. At the western end of this property are two large white pines, which partially overhang the road. The south side of the road has suburban-style plantings and a manmade berm shielding a housing development from the highway.

A section of divided highway begins at approximately Route 206, m.p. 51.10 in front of the property of Bristol-Meyers Squibb and extends approximately to m.p. 50.90. The divided section varies in width, but at its widest has a curbed concrete 2' median, three 11' travel lanes, plus a left turn lane on the eastbound side and 6' shoulders. This leaves only narrow strips of grass to either side within the boundary.

The highway quickly narrows to 22' without shoulders, and again assumes a semi-rural character with a heavy tree canopy, which includes maples and some elms. At approximately Route 206, m.p. 50.65 is the John Lanning Homestead Block (66.01, Lot 5), with a large stone house set well back from the road; this property also is covered by the Lawrence Township historic preservation ordinance. Beyond that, both sides of the road include typical suburban landscaping. The highway enters the State and National Register listed Lawrence Historic District at the east corner of Block 6601, Lot 14 on the north side; on the south side the boundary of the Lawrence is the eastern boundary of Block 6703, Lot 2.01.1. The stone section of the house on the north side appears on the Dalley map of 1745 as the Opdike House; the stone house on the southern side is shown there as William Phillips Tavern. This district is listed on the New Jersey and National Registers and the section through which the highway runs also is a local historic district. It extends from here to Franklin Corner Road.

At Route 206, m.p. 50.40 the road widens to 40' as it approaches its eastern intersection with Fackler Road and the bridge over Shipetaukin Creek. There are standard w-beam galvanized guard rails on both sides of the approach to the bridge. Here the southern boundary of the King's Highway Historic District diverges to the south and follows the southeastern boundary of the old route (calculated as a 66' right-of-way) to its junction with Fackler Road. [Photo 159] The boundary then proceeds along the east side of Fackler Road, crossing Fackler Road 50' to the south, and encompassing its 33' right-of-way, and then proceeds 50' north along the west side of Fackler Road to the southwestern line of the old route. The boundary then follows the southwestern boundary of the old route, returning to Route 206 at m.p. 50.30. These boundaries include the historic alignment of the King's Highway, the intersection

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with Fackler Road, and the iron bridge over the creek. [Photo 162] They also are within the Lawrence New Jersey and National Register Historic District.

Here, in contrast with Kingston, the new bridge as well as the old is included within the boundaries, because it was constructed during the period of significance. [Photo 165] Designed by the New Jersey Highway Commission, the present bridge was constructed during a 1923-1924 road improvement project to eliminate a sharp curve at this location. It is a single-arched reinforced concrete bridge with a span of fifty-two feet over the water. At the center of the arch, the height is 9' 6" above the stream. The bridge, including abutments, is 107' feet long. The width between the parapet walls is 40'. At the coping, the walls are 2' 4" thick, so that the total width is 44' 8". The arch and spandrel walls are faced with what the drawing for it calls "stone to be classed as an 'Argolite' [sic] at the quarries on Spruce Street Princeton" laid as random ashlar.<sup>8</sup>

Where Carter Road intersects the highway from the north, Route 206 remains at a 40' width to allow turning lanes and shoulders. [Photo 168] Carter Road's 33' right-of-way is entirely covered by paving. Grass on both sides is within the boundary, as is a post-and-rail fence at Cherry Grove, Block 6051, Lot 15. The intersection has concrete curbing and modern signalization and signage.

West of Carter Road the highway resumes a 38' width with 11' travel lanes and 8' shoulders. On the south side, west of Fackler Road, there is a small patch of second growth woodland. [Photo 167] There appear to be traces of the old alignment within this woodland. Then a vista of farmland opens. Post-and rail fencing and Norway maples are within the boundary. [Photo 170] On the north side grass and a board fence in front of Cherry Grove also are within the boundary. Further west is a bank with trees. On the south side there are a large sycamore tree and hedge in front of the stone White/Cranstoun House, Block 5801, Lot 12. On the north side at the cemetery, (Block 6501, Lot 107), a grass strip and stone wall topped by an iron fence are within the boundary. Large white pines overhang the fence, but are beyond the boundary. A grass planting strip with scattered trees and tan concrete sidewalk with river stone aggregate are within the boundary, beginning at the western end of the cemetery, and continuing westward to the east side of Lawrenceville/Pennington Road.. At the same point, the streetscape on the north side begins to assume a more suburban quality, with some relatively small lots, some of the landscaping of which is within the boundary. Properties on the south side are somewhat larger; some mature suburban landscaping and trees lie within the boundary. [Photo 175]

At Route 206, m.p. 49.37, slightly to the east of Cold Soil Road, the cartway widens to 36' without shoulders. From the highway the impressive stone Theophilus Phillips House can be seen to the north, while its frame twin is on the opposite side of the road. Cold Soil Road, which enters the highway at an angle from the northeast, has a 33' right-of-way, but was a narrow 12' road until it was widened to 24' in 1924. It is equipped with modern signalization and signage. Lawn associated with properties to either side lie within the right-of-way. [Photo 176]

<sup>8</sup> New Jersey State Highway Commission, Bridge No. 55, Route No. 13, 2 October 1923.

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The 36' cartway without shoulders is maintained through the village of Lawrenceville until the western boundary of the King's Highway district at Franklin Corner/Lawrenceville-Pennington Road. From Cold Soil Road westward there are concrete curbs with river stone aggregate, probably dating from the 1923-1924 project.

The north side of the highway continues to be residential west of Cold Soil Road and assumes a village character, with houses set fairly close to the road and to one another, a condition that continues to Gordon Avenue. As usual, a planting strip including scattered mature trees, sidewalk (primarily gray or tan concrete with river stone aggregate), and about 4' of landscaping are within the boundary.

At Manning Lane, the south side opens to a vista of the Lawrenceville School golf course. The school's fence, with brick piers and iron pickets continues, with some interruptions, along the institution's entire frontage, which extends to Franklin Corner Road. The fence is just beyond the boundary, but at the golf course a grassy strip and some silver maples are within the boundary.

On the south side, a bluestone sidewalk begins at the burying ground east of the Lawrenceville Presbyterian Church (Block 5801, Lot 2). A large beech tree in front of the burying ground is within the boundary. [Photo 182] From here on a grass planting strip, with occasional trees, and sidewalk continue to Franklin Corner Road and are within the boundary. East of the church burying ground there is a short stretch of gray concrete sidewalk with river stone aggregate, ending at the western boundary of the church property, opposite Gordon Avenue. From there westward along the frontage of the Lawrenceville School, to approximately m.p. 48.40, the sidewalk is replacement white concrete. From that point to Franklin Corner Road, the concrete is tan with river stone aggregate.

Located within the planting strip on the south side, from opposite Gordon Avenue to opposite the western boundary of Block 5707, Lot 5, are some distinctive street lights. [Photo 186] They are columnar lanterns, with the lower section of the shaft foliate, embossed with the intertwined letters "PS" and the upper part of the shaft stop fluted. A band of ornament with a ball molding and interlocking ovals separates the two parts of the shaft. The necking is foliate and the lantern fixture is crowned with an acorn finial.

At Gordon Avenue, which has modern signalization and signage, the character of the north side changes from residential to commercial. [Photo 183] The "planting strip" is paved and the sidewalk widened, with the boundary coming to within one foot of the front of some of the buildings. In fact part of the deck, although not the building itself, at the northeast corner of Gordon Avenue (Block 6301, Lot 66) is within the boundary. From just east of Gordon Avenue to Craven Lane, most of the sidewalk has been replaced in modern concrete and much of the planting strip has been paved. [Photos 183 and 184]

On the south side, in contrast, is the leafy campus of the Lawrenceville School. [Photo 188] The fence, interrupted in front of the Presbyterian Church property, resumes, with the grass strip between it and the sidewalk within the boundary. The fence also is interrupted just east of Craven Lane, at approximately m.p. 48.78, by the entrance to the 1880s campus of the school, which is a National Historic Landmark. The fence is interrupted again a short distance to

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the west in front of Hamill House, a stone building, the earliest part of which was constructed in 1814 for the newly-formed "Academy of Maidenhead," which became the Lawrenceville School. From Hamill House westward, the fence continues uninterrupted to the western boundary of the district.

East of Craven Lane the north side again becomes village residential. The sidewalk narrows and again is concrete with river stone aggregate; the sidewalk, the planting strip, and a few feet of landscaping remain within the boundary. [Photo 191] At m.p. 48.55 the road crosses a stream, which runs through a recent (1983) box culvert.

At the western boundary (the east side of Pennington-Lawrenceville Road/Franklin Corner Road) there are: on the northeast corner (Block 57.01, Lot 6) a nineteenth-century house adaptively reused as a bank, and on the southeast corner a Colonial Revival gateway to the Lawrenceville School, no longer in use. [Photo 198] Although neither of these is within the boundary, they are visual termini to the Kings Highway. Across the road the streetscape changes markedly, with a gas station on the northwest corner and vacant land related to the I-95 interchange on the southwest corner.

**Other Features**

Also along the road are two markers with great historic significance. One is a milestone with the legend "M To P" standing for miles to Philadelphia. [Photo 199] It dates to the late eighteenth or early nineteenth century. The other is a small, polygonal concrete post, with a larger rectangular top. [Photo 200] The letter "L" is cast in the top portion, along with a direction arrow. The place where there once was a small, circular bronze plaque with Lincoln's bust can still be seen. This is one of the few remaining markers installed by the Lincoln Highway Association along the entire length of the highway in 1928. The location of these markers can be obtained by application to the New Jersey State Historic Preservation Office.

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## HISTORIC APPEARANCE

Few early travelers left accounts of the road *per se*; most were more interested in what was to be seen along the way and at stops for food and lodging. Nevertheless, enough can be pieced together from a variety of sources, including maps, travelers' accounts, advertisements, and other written documentation, to provide a good idea of the highway's evolving appearance. By the second half of the nineteenth century, more documentation and, in some areas, more accurate mapping, make more precise description feasible.

## ALIGNMENT

### Eighteenth Century

In general terms, the course of this section of the road has followed the first ridge separating the Piedmont from the Inner Coastal Plain. Essentially the route has remained the same for over three centuries, although there have been shifts in alignment to accommodate various uses, and to straighten curves and eliminate steep grades.

Numerous changes in the alignment were made between 1713/14 and 1765, and in that year further straightening was anticipated. [See Significance.] The legislature appointed commissioners to survey several important roads, including this one, and submit maps showing "such alterations of the straight lines as they may judge will make the road more practicable."<sup>9</sup> Commissioners were appointed to conduct a lottery to raise funds for straightening the road, which was announced in 1765.<sup>10</sup> The commissioners duly submitted their report on 31 May 1765, noting that it would reduce the length of the Elizabethtown - Trenton road from fifty miles to forty-two. Given the political situation, it is not known whether the lottery was a success, or whether the commissioners acted on changes to the road. But at least one alignment change was made between that date and 1771. The Dunham map, drawn in 1766 [Figure 5], shows a sharp bend, coming up virtually to the doorstep of Morven. But by 1771, Richard Stockton had purchased the triangular piece of land between his house and what had become and still is the course of the road.<sup>11</sup>

In the same year [1765], the legislature also ordered that the boundary between Somerset and Middlesex Counties be surveyed. This was carried out in June 1765 by Benjamin Morgan for Somerset County and Azariah Dunham for Middlesex. The field books kept by both men have been preserved.<sup>12</sup> While the map presented to the legislature by the commissioners in 1765 has not survived, Azariah Dunham put his field notes into the form of a map in 1766. It

<sup>9</sup> "Laws of the Royal Colony of New Jersey," [hereafter Colonial Laws] *New Jersey Archives*, 3rd. Ser., 4 (1980): 346.

<sup>10</sup> *New-York Gazette or Weekly Post Boy*, in *NJA*, 1st ser., 24: 589-591.

<sup>11</sup> John Gordon., "Map of the Land between the present state road adjoining the Front of Rich. Stockton's dwelling House, May 4, 1771," *New-York Historical Society*.

<sup>12</sup> The Morgan Field Book is in the road records in the Somerset County Administration Building; the Dunham Field Book is in the early Middlesex County Records, Ac. 2172, Vol. VI, Alexander Library, Rutgers University [RUL].

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appears to show the old line, or at least an old line of the road, through Somerset and Middlesex Counties west to the Province Line, as well as the course of the road in the 1760s. [See Detail Map #?]

Some written records also show that the alignment had been altered in many places between 1712 and 1765. The 1712 road return for what is now Mount Lucas Road, which originally intersected the "old road" between what are now Bayard Lane and Witherspoon Street, states that at Stony Brook the road then crossed "about three or four chains below ye old road."<sup>13</sup> Somerset County had refused to pay for upkeep of the bridge, maintaining that the alteration in the road had placed the river crossing entirely in Middlesex. So Morgan's and Dunham's surveys differed here; with Dunham placing the road on the existing crossing and Morgan placing it above. This was one of the issues that was settled by the 1790 boundary.

Another alteration that can be documented had been made at Kingston before 1723. When what is now Church Street was laid out that year, it was described as "Beginning at top of the Hill near milstone river'oposed [opposite] to Bearfoot Brunson where Somerset Road turns off from the Division line between the countys of Middlesex and Somerset...[emphasis added]."<sup>14</sup> Precisely what is meant by this is uncertain. There was no entity known as the "Somerset Road" unless some path pre-existed Church Street. What is shown clearly on the Dunham map is that the 1765 road diverged slightly from the route of the older road at this point.

Another change may have affected the portion of the King's Highway Historic district that lies in Lawrence Township and thus was not mapped by Dunham. In 1724 the road commissioners for Hunterdon and Burlington Counties responded to a request that the road between the town of Maidenhead and Trenton be altered. The language is somewhat ambiguous, so that it is not possible to be definite about whether the changes were limited to the road as it ran through Trenton or whether it affected the entire length through Lawrence. The commissioners were acting at the request of Enoch Anderson.

He presents to us that a certain road beginning at the mill bridge in Trenton and runing through his land by the creek called Assunpink is much discommodious and prejudial [sic] to him which upon due examination we find to be true. The which road was formerly laid out to the Division line of this Province through such imposible and difficult ways as renders the same uncoveniant to the town of Maidenhead to markite [market]...We the twelve commissioners...from henceforth make null and utterly void the said road laid out for a four rod road from the aforesaid bridge to ye division line of ye Province by ye several courses whare it formily passed & in stid thereof to begin at ye mill bridge and from thence to run a four rod road, where ye dwelling houses in said street will permit of and from thence to run by ye frunt of Alburtes Ringo's lott from thence between Joseph Higby & John Lewis in a direct line until it falls in Maidenhead Road which leads unto ye Division Line where it meets by Henry Mershon's plantation."<sup>15</sup>

<sup>13</sup> Quoted in James P. Snell, *History of Hunterdon and Somerset Counties*, Philadelphia (1881), 576. Snell erroneously thought this was the old Middlebush Road. In fact it was the Old Georgetown Road, crossing at Harrison's Mill, i.e. Rocky Hill, and then proceeding at a diagonal to Mt. Lucas Road. See the Dalley map, Figure 4.

<sup>14</sup> Middlesex County Records, Vol. XII, 27 August 1723, RUL.

<sup>15</sup> Lawrence Township Minute Book, 37-38.

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There seems to have been no other change thereafter, so that no matter how this is interpreted, the road probably follows approximately the same alignment as it did in 1724. The alignment shown on the Dunham map also is quite close to that followed today. Some relatively minor changes were made by the Princeton and Kingston Branch Turnpike Company, as shown on Detail Map #?

### Early Twentieth Century

Although they did not essentially alter the overall alignment of the road, major efforts to improve paving, reduce sharp curves and steep grades were undertaken beginning in the second and third decades of the twentieth century. (Compare course of road in 1905 to modern maps at these locations: east of Princeton Preparatory School [Figure 17A], between J.H. Bruere and G Schirmer, and between M.S. Gulick and G. Scudder.) [Figure 17B]

Work was done on what is now Route 27 from Raymond Road to Harrison Street, which was widened to 18' between April and September 1919, but did not involve realignment of the road, and, since this is a relatively level stretch, very little regrading was called for <sup>16</sup>

A more extensive project was undertaken on Route 206 (then known as State Route 13) between Lawrenceville and Princeton on a stretch known as Route 13, Section 6. The contract began at the intersection with the roads to Lawrence Station and Pennington (now known, respectively, as Franklin Corner Road and Pennington-Lawrenceville Road) and continued to the Princeton Borough line at Lovers Lane, a total length of 4.98 miles. The work was done as part of Federal Aid Project No. 58-B for fiscal year 1923. The construction engineer was H.D. Rubbins and the contractor was the Utility Construction Company of New Brunswick, N.J.<sup>17</sup>

Although the basic route remained unchanged, sections of the road were realigned in order to eliminate sharp curves and steep grades. So leveling Route 206 was at times as much a priority as straightening it. Most of the regrading, however, was fairly gentle, within plus or minus one percent, but there were some exceptions: at Shipetaukin Creek, Stony Brook, and in the vicinity of Drumthwacket.

In Lawrenceville, at a site opposite what is today Hendrickson Drive (m.p. 48.46) , the road was realigned about 25 feet' to give a smoother curve. (Hendrickson Drive does not appear on the 1923 blueprints, but in its place is a driveway just south of the home of William Hendrickson. Presumably, Hendrickson Drive is a later road running through the former Hendrickson property.) The intersection with Monroe Drive was widened from about 30' to 36' with the concrete curbing being continued.

A significant realignment took place at Shipetaukin Creek, . The road was straightened over a course of about 600' and a new stone-faced concrete bridge constructed 100' north of the existing iron truss bridge. .

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<sup>16</sup> New Jersey State Highway Department Plan, Route 13, Section 4, sheet 9.

<sup>17</sup> The maps for this work, comprising about 40 sheets, were too large to be included as part of this nomination. However, a copy of a reverse blueprint, obtained from the Mercer County Engineering Office, has been deposited with the SHPO. Positive copies are available from NJDOT.

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In concert with the construction of the new bridge and the straightening of the road, Shipetaukin Creek itself was realigned. The creek, which flows north to south, had a snakelike curve about 125' to the east, the angle of which lay under the path of the proposed realignment and therefore would have necessitated a much longer bridge. A new straight channel was dug, bypassing the curve and emptying into the existing creek bed as it passed under the old truss bridge. The old curving section of creek was filled in, and the new bridge built over the straightened creek bed. The work at this location not only eliminated a bend, but also created a more consistent elevation, the old road having dipped down as much as seven feet while crossing the truss bridge. The old bridge and the old road alignment, which intersects with Fackler Road, were retained and are within the both the Lawrenceville Historic District and King's Highway Historic District boundaries. There appear to have been no significant changes at this time to the intersection of Carter Road with Route 206 except for the addition of concrete curbing contiguous with the road.

A major realignment and regrading was performed at the beginning of the downgrade toward Stony Brook, often called Bruere's Hill because during much of the nineteenth century the mill that once stood here was owned by members of the Bruere family. At m.p. 52.20, an existing curve was straightened nearly 50' to the south, and, over a stretch of some 550', was graded down between 4' and 10' for an overall regrading of minus 5.5 per cent. Some indication of how severe this curve had been comes from sheet 17 of the construction plans, which notes two existing signs reading "Danger Sharp Curve."

At m.p. 52.40, the road was again realigned to the south, although only by about 2', and regraded by plus 0.4 percent. Immediately west of the mill ruins, the bridge over a swampy area was reconstructed. Stony Brook Bridge itself seems to have been untouched except for some planned work at the eastern end of the structure: "Bridge wall to be taken down & rebuilt on line of New Roadway. Masonry to conform to present appearance when finished. 15 Cu. Yds." (Construction plans, sheet 17). The instruction is crossed out. It is unclear whether this means the work was completed or the work order was canceled. It appears that the latter was the case, for the present configuration of the bridge is the same as that shown on an 1895 deed. Leading away from Stony Brook and toward Princeton, the road also was given additional straightening and regrading as it rose out of the valley. At approximately m.p. 52.75, the work mirrored that done across the creek at M.p. 52.4. The road was straightened about 40' to the north, and a 200'-long upward bulge in the road's contour was leveled by as much as six feet to create a smooth, continuous grade leading up to what is now the intersection of Edgerstoune Road.

Another significant road straightening was performed on a bend at m.p. 53.00, beginning just beyond what is now Edgerstoune Road and adjacent to the Thomas Olden House. The road was realigned as much as 20' to the south from the center of the old curve and a small regrading was performed. The resulting cut in front of the Thomas Olden House received a stone retaining wall.

**Width and Surfaces**

Late Seventeenth and Early Eighteenth Centuries

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When Indian messengers and a few intrepid Europeans moved from Manhattan to New Amstel (now Newcastle, Delaware) in the mid-seventeenth century, they evidently followed on foot a mere trail through the woods, known to the Indians and necessitating that they act as guides. By 1675, the Quaker minister, William Edmundson, must have followed what was a marked path, improved sufficiently for him to make the trip on horseback.<sup>18</sup> Probably blazed trees indicated the path to follow. In 1698, the Burlington County Court, when ordering what was probably a realignment of the road from Maidenhead to Mahlon Stacy's mill at Assunpink Creek [in Trenton], stated that it was to begin at the partition line between East and West Jersey, and then proceed to Eight Mile Run, a white oak on Johannes Lawrence's property, and then to other landmarks by following "marked trees."<sup>19</sup> Marked trees continued to serve travelers as guides well into the eighteenth century. Traveling across New Jersey (evidently on the Lower Road since he went through Cranbury) in 1756, Anglican missionary Thomas Thompson reported that "The roads in most places are very good, but then you travel in a maze, having neither mile-stone, nor Mercury for your direction; only here and there is a tree marked with the initial letter of the name of the next town, but so ill cut, that one can hardly know it to be an alphabetical character."<sup>20</sup>

Four years after Edmundson, the Labadist preachers Jaspas Dankers and Peter Sluyter also made the journey on horseback. They reported that the route "was nothing but a foot-path for men and horses, between the trees and through the small shrubs."<sup>21</sup>

A 1683 Middlesex County decision to build a footbridge over the Millstone River at Kingston also indicates that the route still was largely a footpath. In 1686, however, John Inian told the legislature that he had improved the road from his ferry on the Raritan to the falls at Trenton. [See Significance.]

By the mid-eighteenth century the road had been sufficiently improved to allow for the passage of stage wagons and other vehicles. What these improvements consisted of (and what its previous condition probably was) is suggested by requirements for the maintenance of all "public Roads and Highways...to clear the same by lopping off the limbs of the trees that [bend ?] over the same to a sufficient height, and cutting and grubbing up the stubs, stumps and roots that lie above ground and pulling up the stones that can be moved to the width of at least two rods."<sup>22</sup>

<sup>18</sup> For documentation of these travels, see Significance section.

<sup>19</sup> Quoted in *Volume I of the Minutes of Lawrence (Maidenhead) Township*, Trenton (1976), XXXIV.

<sup>20</sup> Fred Shelley, "A Letter from New Jersey' (1756) by Thomas Thompson," *Proceedings of the New Jersey Historical Society*, 74 (October 1956), 297.

<sup>21</sup> Jaspas Dankers and Peter Sluyter, *Journal of a Voyage to New York*, trans. By Henry C. Murphy, Brooklyn (1867).

<sup>22</sup> "Colonial Laws," *NJA*, third ser., 5:184.

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Princeton and Kingston Branch Turnpike

The Act of Incorporation called for the road to be at least 36' wide, with its center 15" above the sides, and drained by ditches and culverts. Possibly this width was approximately created. Later nineteenth-century maps [see below] show 35' widths east and west of downtown Princeton, but narrower widths elsewhere. The road was to have a stone or gravel bed, surfaced with gravel or broken stone. The company's minute book for 1811-28 shows large expenditures for stone and gravel in 1811, and also refers to scraping and graveling in later years. Still it basically remained a dirt road, dusty when dry and muddy when wet, as one traveler found in 1818.

*Brunswick, New Jersey.* Here I am, after a ride of about 30 miles [from Trenton], since two o'clock, in what is called a Jersey-wagon, through such mud as I never saw before. Up to the stock of the wheel; and yet a pair of very little horses have dragged us through it in the space of five hours. The best horses and driver, and the worst roads I ever set my eyes on.<sup>23</sup>

Repairs were made in 1835 and between 1856 and 1857. But the road must have been allowed to deteriorate. A resident along the Mercer Street section of the turnpike, who had been familiar with it in the 1870s, recalled that

In the heat of summer the dust was a powder inches deep, excepting for a short day or two after rains. In the winter during thaws and in the spring, mud made the road all but impassable. A good horse pulling a buggy with two persons would have to be winded several times between the Quaker Road cross roads and Lovers Lane.<sup>24</sup>

Within Princeton Borough, the turnpike had already been ceded to the common council, but that did not seem to improve the quality of the maintenance. In his history of Princeton published in 1879, John F. Hageman complained that, although the major streets (which included the Nassau and Stockton Street sections of the King's Highway) had been "hardened with stone and gravel," they were not very satisfactory. "If," he wrote, "they could be properly graded and covered with the best quality of the asphaltum preparation, it would be a grand improvement...."<sup>25</sup> (After 1852, Princeton Borough's main streets were lit by gas, and a sidewalk extended along the north side of the road.)

Westward from the point where the turnpike veered off from the old highway, probably conditions were even worse. There are, however, no specific references to the road's condition or accurate mapping of its width. Old photographs and land surveys suggest that it was a fairly narrow dirt road, but that it widened in the village of Lawrenceville. In 1858, the Lawrence Turnpike Company was chartered to make a toll road of the highway from Eight Mile Run [Shipetaukin Creek] to an intersection with one of the existing turnpikes north of Trenton. The road was to be 32' wide, graded so that its crown was at least six degrees above the horizon, with at least 18' paved with stone, plank, or gravel.<sup>26</sup> Evidently nothing happened at this time. On 2 June 1858, a special meeting of the Lawrence Township

<sup>23</sup> William Cobbett, *A Year's Residence in the United States of America*, London (1822), 37. It is not entirely clear whether Cobbett took the Straight Turnpike or the Kingston and Princeton Branch Turnpike. Probably the condition of the two roads did not differ much.

<sup>24</sup> Henry E. Hale, "Princeton and Kingston Branch Turnpike Road," *Proceedings of the New Jersey Historical Society*, 62, 1 (January 1944):30.

<sup>25</sup> Hageman, *Princeton*, 2:16.

<sup>26</sup> *Laws of New Jersey, Session of 1858*, 427-435.

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Committee debated whether or not the road had been vacated, and who was supposed to maintain it, the township or the turnpike company.<sup>27</sup> In 1866 the legislature granted a charter to a corporation of the same name. The requirements were about the same, except that the width of the pavement was reduced to 16' and the possibility of paving with plank was omitted. Probably because the earlier act had produced no results, the law provided that, if the company had not been organized and 100 shares of stock had not been sold within three years, the act would expire.<sup>28</sup>

The Later Nineteenth Century

Mid-nineteenth century maps, although they show the general configuration of the highway, are not at a scale from which subtle realignments can be determined. [Figures 13-15] But good mapping in Princeton Borough provides a picture of that segment. The Plan and Profile of Nassau Street was drawn in 1859, when the Borough of Princeton evidently did some leveling of the cartway. These were not significant changes. The deepest cut, east of Charlton Street was three feet; the deepest area of fill was about two feet.

The widest cartway was 90' between Washington Street and a lane that led south to Prospect House. This width probably was due to the existence of the Market House, which had stood in this location at least since 1782, just to the east of the lane along the south side of the street. There was ample room for parking wagons around the building, with a cartway between it and the road's edge. The first Market House was removed several years before 1850, when a new one was constructed. The replacement was not a success. After standing vacant for several years, it was removed around 1870.<sup>29</sup> From this point, the road gradually narrowed to 40'. (This map cannot be reproduced in a form suitable for inclusion in a National Register nomination because it is well over six feet long. However, the map of Princeton Borough drawn in 1852 [Figure 16], while not as accurate in scale, generally agrees with the 1859 map and illustrates the varying widths along Nassau Street.)

Later maps, however, suggest that the cartway was not as wide as 40' throughout the borough. Plans [unfortunately not a complete set] prepared by Charles McMillan c. 1880 for the installation of new curbing show Stockton Street with a cartway of 35' at Steadman Street [Library Place], narrowing to 30' from Edgehill to approximately the present location of Hibben Road. These are approximately still the widths of these stretches of the highway. The right-of-way was 60' at Edgehill Street, widening to 66' closer to town.

Between Harrison Street and the present location of Princeton Avenue, the road was 35' wide. This was curb to curb, so that the traveled way would have been narrower. The location and height of additional curbing was proposed in 1883 according to plans drawn by E. Sandoz. The project included leveling the street by four to six inches. The road was still wide west of Washington Street, narrowing to 55' east of Witherspoon Street and then to a little over 51' west of Witherspoon, narrowing to 40' as it proceeded westward.

<sup>27</sup> *Volume I of the Minutes of Lawrence (Maidenhead) Township*, Trenton, 1975, 160 [orig. pp. 302-303].

<sup>28</sup> *Laws of New Jersey*, 1866, 851-859.

<sup>29</sup> Hageman, *Princeton*, 1:96, 179, 277-278; 2:3.

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Major road improvements began in the 1890s. In 1891 the New Jersey Legislature passed "An Act for the permanent improvement of public roads in this state." It offered financial aid to counties to macadamize roads or pave them with Telford or other stone, provided that plans and specifications were approved by the Commissioner of Agriculture. The purpose was to make the roads " at all seasons of the year firm, smooth and convenient for travel."<sup>30</sup> This law seems to have had little effect. By 1895, when the legislature passed a slightly newer version of this law, with the same title, commonly known as the State Road Aid Law, a Commissioner of Roads had been appointed.<sup>31</sup> The purpose of the law was to create a network of roads throughout the state. Mercer County moved quickly to take advantage of the act, and began improvements to segments of the road connecting its two most populous centers, Trenton and Princeton. The first of these was outside the project area, the section running from Trenton to Lawrenceville.<sup>32</sup>

Nassau Street was macadamized in 1891 and Washington Road in 1898.<sup>33</sup> But these treatments were not satisfactory for long. Thermal change and water erosion tended to break up the macadam surface. A Lawrenceville resident recalled, "Main Street was macadamized in the '90's at a cost of \$6,000 per mile. That got too dusty as autos increased speed and water sprinkling failed. Then a Telford road was laid by the Township at a cost of \$30,000 per mile. That wore into holes."<sup>34</sup>

Photographs of Princeton Borough and Lawrence Township [Historic Photos 1 and 3] confirm that the surface still seemed to be that of a dirt road.

### Early Twentieth Century

Princeton Township acquired the stretch from Snowden Lane to Kingston from the turnpike company in 1903. In 1909, Mercer County took it over. Its condition was poor, and the county expressed the intention of rebuilding it and widening it to 16'<sup>35</sup> West of Snowden Lane the road must already have been considerably wider. In 1910 plans and profiles were drawn from Harrison Street to Snowden Lane. The cartway, shown as 30' was not to be altered, but 8' to 9' shoulders would be added to either side. Nothing was done immediately, and the eventual improvements were not very satisfactory. In November 1916 it was reported that the "new township road between Princeton and Kingston, although completed scarcely a month ago, is already in bad condition."<sup>36</sup>

<sup>30</sup> *Acts of the Hundred and Fifteenth Legislature* (1891), 378-389.

<sup>31</sup> *Acts of the Hundred and Nineteenth Legislature* (1895), 425-439.

<sup>32</sup> An 1895 map of part of this section is in the Lawrence Township Room at the Mercer County Library.

<sup>33</sup> *Princeton Press*, 24 May 1891 and 15 October 1898.

<sup>34</sup> A.P. Mershon, quoted in Tyler, *Old Lawrenceville*, 12.

<sup>35</sup> *Princeton Press*, 14 August 1909.

<sup>36</sup> *Ibid.*, 3 November 1916.

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Improvements continued to be made to the road surface in the early twentieth century. A one-mile stretch of Nassau Street, from Bayard Lane to Harrison was paved with asphalt block in 1916.<sup>37</sup>

A mixture known as Warrenite was a favored material. While "Topeka" was cheaper, it used only ¾-inch and smaller stones and a relatively large amount of asphalt. Warrenite utilized 1 ½ inch-stone and 4% of asphalt, with the asphalt acting only as a cementing material. Warrenite was used to resurface the Princeton-Lawrenceville-Road and was to be laid on Stockton Street, although the project was delayed and temporary repairs made because of complaints about the bidding.<sup>38</sup>

In addition to alterations in alignment and vertical profiles, the 1923-24 project for the Princeton-Lawrenceville Road resulted in some changes in width and surfacing. Except for the addition of some turning lanes and the section in front of Bristol-Meyers Squibb, the present widths of the highway are no greater than those established by that time.

The Trenton and Mercer County Traction Company had been incorporated in 1899, running from Trenton through Lawrenceville to Princeton. It did not run its first through car, however, until 1901. The tracks occupied the southern lane of the road through Lawrenceville [Historic Photo 3], and then turned east at Fackler Road to the Princeton Pike. [Figure 16B: the route of the trolley is a dashed line.] (It ceased operation in 1931, when it was replaced by buses.<sup>39</sup> A year later its roadbed was incorporated into the highway.<sup>40</sup>)

The 1923-1924 project for road improvements from Lawrenceville to the Princeton Township line altered the course of the trolley through the village of Lawrenceville, while at the same time widening Main Street. Between what is now Route 206, m.p. 48.35 and m.p. 49.26 (Cold Soil Road, then known as Rosedale Road), the trolley tracks were moved from the southern edge of the road to its middle. An existing trolley switch at m.p. 48.65 was relocated to m.p. 48.35 (a site about halfway between the Pennington-Lawrenceville Road and Monroe Drive, then known as Monroe Avenue). At Cold Soil Road, the tracks shifted back to their original alignment running along the southern side of the road. Just west of Shipetaukin Creek, they diverged southerly and continued through the woods and fields to Princeton.

The relocation of the tracks necessitated special road construction. Through Lawrenceville the road was to be 36' from curb to curb, the width it still maintains. There would be two 13 1/2' vehicular lanes on either side of a 9' center section. This center section contained the trolley tracks, which sat on a 2 1/2" ballast bed of broken stone, 6" by 8" cross ties and a 1" sand cushion. Between and on either side of the 7" girder rails were granite blocks. Bituminous joints were used between the trolley median and the vehicle lanes, as they were between the pavement and all concrete curbing. (This type of curbing was used within Lawrenceville and along road sections in the countryside.) Between the northern outskirts of Lawrenceville and Shipetaukin Creek, the tracks ran along side the road. Here the road was curbless and 20' in width, with a sloping 5' wide shoulder on the side opposite the tracks. On the other side, the distance between the tracks and the road was variable.

<sup>37</sup> *Princeton Packet*, 14 August 1916

<sup>38</sup> *Ibid.*, 21 April, 4 August, and 13 October.

<sup>39</sup> Tyler, 99.

<sup>40</sup> *Princeton Herald*, 8 January 1932.

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During the widening of the road through Lawrenceville, all utility poles and mailboxes within the construction limits were set back. Refurbishment of property lines was the responsibility of the owners. (The plans note [sheet 4]: "Adjustment and relocation of all foliage, trees, hedge, sodding, etc. included in price paid to owner for property acquired.") Existing leader drains were carried through the new curbing to the gutter.

The width of other parts of the road was increased through most of its length. The typical paved cartway was to be 20' wide, with 5' shoulders to either side, for a total width of 30'.

The project also altered the road surface. For most of its length it was paved (or in some cases repaved) with a crowned subgrade, an 8" concrete foundation, and a topping of a two-course sheet of asphalt, each course 1 1/2" thick. On steep grades, an all concrete pavement was used, consisting of 10" of double-line steel-reinforced concrete. One of these stretches began about 500' west of the Carter Road intersection (at approximately m.p. 50.10); asphalt was used on the new bridge over Shipetaukin Creek, but the upgrade east of the bridge again was concrete until about m.p. 50.80. The grade at Bruere's Hill, although considerably reduced, still was fairly steep and was paved with concrete. About 200' west of Stony Brook Bridge, the pavement changed to asphalt, continuing across the bridge, where the upgrade again was paved with concrete. Concrete again was used on the curve and upgrade at what is now the intersection with Edgerstoune Road.

Mid-Twentieth Century

Although the width of Nassau Street has not been altered, changes in its arrangement to expedite traffic flow were made after World War II. The end of 1947 also marked the end of angle parking on Nassau Street, making it possible to have four lanes of traffic in the center of town. This was reflected in striping at major intersections<sup>41</sup> Two years earlier, the asphalt block installed in 1916 was removed and replaced by two layers of bituminous concrete.<sup>42</sup>

## BRIDGES

Kingston

Until construction of a new bridge in 1967, there were three separate crossings at Kingston. The most important and earliest of these was the bridge over the Millstone River. A moveable bridge over the Delaware and Raritan Canal must have been in place when the canal opened in 1834. The smallest of the crossings was bridged at an unknown date.

<sup>41</sup> *Princeton Herald*, 10 December 1947 and 8 June 1949.

<sup>42</sup> *Ibid.*, 25 May 1945.

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The first official mention of the road also probably established the first bridge crossing its rivers and streams. In 1683 a road return for Piscataway Township, of which the present South Brunswick and parts of Franklin Township were then a part, recorded that , "At Towne Meeting then held, George Drake and Hopewell Hugg chosen overseers for ye High-Waye, and y<sup>t</sup> there be a Cartbridge by Higgines, a footbridge by Rehoboth Gannets, and a ffootbridge at Stony brook, goinge to Greenlands."<sup>43</sup>

The identification of the crossing as Stony Brook is a mistake. Stony Brook, a tributary of the Millstone River, had already entered the river a short way upstream . This bridge is shown on a 1702 survey [Fig. 2]. Because the bridge at Kingston straddled the county line established in 1713/14, records of construction and maintenance are not as consistent as they are for other spans across the Millstone, but a wooden bridge capable of carrying wagons and carts may have been built by 1738, when a stage line briefly ran between New Brunswick and Trenton. This bridge or possibly its successor was swept away by a freshet in 1769. While the bridge was out, a resident on the western side of the river was drowned while attempting to return from church in Kingston.<sup>44</sup> The bridge must have been rebuilt quickly because by this time stage travel through Kingston was common. Washington's troops took up some of the planking, and may have done other damage after the Battle of Princeton. The British probably made some repairs, but further repairs, costing £40 were needed in 1778.<sup>45</sup>

The stone-arched bridge across the Millstone was completed in 1799. In 1894, possibly in anticipation of paving the road, the "three county line bridge" was repaired.<sup>46</sup> It must have been a good job, for the bridge was not damaged in the "extraordinary freshet" that carried away many of Somerset County's wooden bridges soon afterward.<sup>47</sup>

The present canal bridge, of standard design, was installed in the late 1940s.<sup>48</sup>

### Harry's Brook

Probably most of the time, this small brook could be forded with ease. But a bridge certainly would have been more convenient. In 1775, residents in the vicinity, and others with an interest in the road, such as innkeepers William van Tilburgh of Kingston and Jacob Hyer of Princeton, petitioned the legislature for a bridge over the stream.<sup>49</sup>

If this bridge was built, it was replaced by the Princeton and Kingston Branch Turnpike Co. c. 1811. The map filed with the company's incorporation papers [Figure 12A] indicates that this was one of the areas where the road was straightened, with the crossing of the stream moved slightly to the north. The turnpike company would have built the single arched western span. When Lake Carnegie was being constructed, the Lake Carnegie Committee not only

<sup>43</sup> Piscataway Township records, 26 October 1683, Alexander Library, Rutgers University. The Higginses had not yet moved to Kingston, so the cart bridge was near the Raritan.

<sup>44</sup> For an account of this incident, see Elizabeth G.C. Menzies, *Millstone Valley* (New Brunswick, 1969), 78.

<sup>45</sup> SoCFM, 20 April 1778. The damage could not have been too bad. At the same time, the freeholders allocated £100 for repairs to the Rocky Hill Bridge.

<sup>46</sup> SoCFM, 13 February 1894, 6:84.

<sup>47</sup> *Ibid.*, 29 February 1896.

<sup>48</sup> Conversation with Jim Amon, Delaware and Raritan Canal Commission.

<sup>49</sup> Petition #68, 10 January 1775, NJSA.

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repaired this early nineteenth-century bridge, but "added an additional waterway so that the road would not be overflowed in high water, as was usually the case."<sup>50</sup> Thus the bridge thereafter had the older arched stone opening and a second concrete span faced with stone.

Minor repairs were made to this bridge in 1919, consisting largely of repointing.

Stony Brook

## Eighteenth Century and Before

In the late seventeenth century, the only way to cross the Stony Brook was by a ford.<sup>51</sup> When the Dutch travelers Jasper Dankers and Peter Sluyter crossed in 1679, this ford was located upstream from the present bridge. Its approximate location probably is shown along the old road represented on the 1766 Dunham map [Figure 5]. In 1712, a Somerset County ordinance changed the course of the road, moving it to a new crossing, still not bridged, where Worth's grist mill was soon to rise.<sup>52</sup> Just when a wooden bridge was constructed is not known. John F. Hageman, Princeton's nineteenth-century historian, gives the date as 1738, but cites no evidence.<sup>53</sup> However, because this was the year a stage line was first advertised, it seems a plausible date. It probably was similar to the Shipetaukin Creek Bridge described below, with stone piers and abutments, timber sleepers, and a plank surface. When, in 1714, the legislature set the division line between Middlesex and Somerset County along the old road alignment, it placed the bridge entirely in Middlesex. Because of this Somerset County refused to pay for maintenance of the bridge. It took an act of the legislature in 1771 to compel the two counties to share the cost of repairs.<sup>54</sup> As indicated in the significance section, the bridge timbers were taken up by American troops during the Battle of Princeton in January 1777, hastily repaired by the British, and "rebuilt" by the counties in 1778.

In 1790 the legislature fixed a new boundary between Somerset and Middlesex counties along what then was the course of the road. In August 1791, a joint meeting of the Boards of Freeholders met to discuss whether to build another timber bridge "according to [its] present form of pillars" or to construct an entirely new one with stone arches. The arches were a unanimous choice. The bridge was to be seventy feet long over the three arches and the cartway was to be eighteen feet wide. The entire width, including the walls, was twenty-one feet. The managers of the project were given the option of moving the crossing ten feet downstream to cross Stony Brook at right angles.<sup>55</sup> [The arches actually are built of brick faced with stone.] Evidently the option of relocating the bridge was not pursued; it still does not cross Stony Brook at a right angle. With a fourth small arch over the mill race and the abutments, the

<sup>50</sup> Alexander Gulick to C.C. Wintringer, 29 August, 1922, Lake Carnegie Papers, Princeton University Archives.

<sup>51</sup> Dankers and Sluyter, *Journal*, 172, 245. These travelers mistook this tributary for part of the Millstone River.

<sup>52</sup> Quoted in Menzies, *Millstone Valley*, 49.

<sup>53</sup> 1:22.

<sup>54</sup> Colonial Laws, *New Jersey Archives*, 3rd ser., 5:90.

<sup>55</sup> SoCFM, 18 August 1791.

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bridge was over 100 feet long. The southeastern abutment may have been built longer than specified. When Quaker Bridge road was relaid in 1807, and moved about 25 feet to the west, [see Connecting Roads] it was to begin "at the Post road at the Easterly end of the lower wing of the stone bridge."<sup>56</sup> Possibly the abutment was lengthened at this time to tie in with the abutment of the adjacent small bridge on Quaker Road. Or this could have occurred during the 1895 road improvements. In any event, the connection is shown on a map attached to a deed dated 24 June, 1895.<sup>57</sup> [Figure 23] Originally, Stony Brook Bridge also had a "roof," which was painted in 1792.<sup>58</sup> But it was not a covered bridge. The word "roof" probably applied to wooden shingles used to cap the parapet wall.

Nineteenth Century

The bridge proved to be sturdy. Middlesex and Somerset Counties carried out some minor repairs in 1826.<sup>59</sup> There is no record of any other work until the bridge was a century old. The Mercer County Freeholders then found that "stone was dropping out of the foot of the piers that supported the arches." They agreed to advertise for bids for underpinning the piers with large stones.<sup>60</sup> In September 1892, almost exactly 100 years after the bridge was completed, the contract for \$727.00 was awarded to the lowest of eight bids.<sup>61</sup>

When the 1895-97 improvements to the road were carried out, they included lowering the grade of Bruere's Hill west of the bridge, and building a new bridge or causeway over the swampy area between the hill and the old bridge. This causeway elevated the road, so that it was necessary to raise and flatten the bridge deck, almost obliterating the characteristic "hump" typical of eighteenth and early nineteenth-century stone bridges.

The idea of constructing the "causeway" bridge arose in 1896 when there was a severe washout of the road in that area, evidently a frequent occurrence. The Mercer County Freeholders decided to advertise for bids for a concrete, steel or iron bridge, sixty feet long and twenty-five wide.<sup>62</sup> In May 1896, they awarded a contract for an iron bridge. Just what they meant by that is uncertain. A painting shows that the structure had three spans over two stone-faced piers and stone abutments, with iron pipe railings; there is no indication of what supported the deck or what its materials were.<sup>63</sup> The length of the span was sixty feet, its width twenty-two feet. The southern abutment reached to the abutment of the Stony Brook Bridge. The curved, northern abutment was tied into the wall of the mill, and has been blamed for the collapse of the building.<sup>64</sup>

<sup>56</sup> MiC Road Surveys, 1807.

<sup>57</sup> James S. Schenck to The Stony Brook Chapel, Mercer County Deeds, 24 June 1895., 202:144-148.

<sup>58</sup> SoCFM, 15 August 1792.

<sup>59</sup> SoCFM, 10 May 1826.

<sup>60</sup> MeFM 24 June 1891.

<sup>61</sup> Ibid., 14 September 1892.

<sup>62</sup> MeFM, 16 March, 1896.

<sup>63</sup> The painting, which was in a private collection in 1967, is reproduced in Constance M. Greiff, et. al., *Princeton Architecture*, Princeton (1967), fig. 4.

<sup>64</sup> Frederick N. Willson, "The Worth Homestead and Mill," unpublished paper, 1938, Historical Society of Princeton.

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The elevation of the roadway, caused by the regrading in 1895-1897 and another round of macadamizing in 1911 resulted in a lowering of the parapet height relative to the road surface. As traffic, especially automobile traffic, increased in the second decade of the twentieth century, this became a concern. In 1916, the Mercer County Freeholders resolved to widen the bridge, and accepted a contract for its reconstruction in September, widening it from 21' to 30' 2".<sup>65</sup> It is not possible to document exactly how this was done. According to a newspaper account, all the widening was to be to the north, preserving the south wall with the two date stones.<sup>66</sup> Certainly the northern wall was rebuilt. The icebreakers are smaller and of a different plan from those shown. Probably the arch for the mill's tail race was not rebuilt; in any event, it is no longer visible. On the other hand, a 1936 HABS drawing [Figure 17] indicates that the bridge was straightened as well as widened, with the greatest areas of widening at the northwest and southeast. What HABS showed probably was based on the 1923 drawings for road improvements, which included a note that "Bridge wall to be taken down & rebuilt on line of New Roadway. Masonry to conform to present appearance when finished. 15 Cu. Yds." (Construction plans, sheet 17): The instruction is crossed out, and it is unlikely that the work was done, for there is no discernible difference early photographs and its present appearance, and the alignment of the southern wing wall is the same as that shown on an 1895 survey [Figure 23].

The "causeway" bridge, however, was substantially rebuilt in 1923-24. The changes included additions of reinforced concrete, extending the abutments and piers approximately twelve feet to the south. Steel beams and poured concrete, reinforced with metal rods, formed the wider deck, and reinforced concrete balustrades replaced the iron railings.<sup>67</sup> The present appearance of the bridge, described above, is the result of that rebuilding, although the finish surface of asphalt block applied then is no longer visible.

Shipetaukin Creek [Eight Mile Run]

## Eighteenth Century

During the early eighteenth century, this stream probably was crossed by a ford. A wooden bridge may have been in place by the latter part of the century, and may be the one described as needing repair in the early nineteenth century.

## Nineteenth Century

The earliest reference to this bridge is in 1811, when Joab Mershon, one of the overseers of the road for Maidenhead [Lawrence Township] asked the Hunterdon County Freeholders to view its condition. The freeholders agreed to

<sup>65</sup> MeFM, 12 September 1916.

<sup>66</sup> *Princeton Press*, 18 February 1916.

<sup>67</sup> New Jersey State Highway Department, Drawings, Bridge 113, Route 13 [sic], and Plan & Profile, Route 13, Section 6, 1923, New Jersey Department of Transportation.

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repair the bridge with new sleepers, a new plank surface, and four-inch hand rail on each side. the work was carried out for \$54.30.<sup>68</sup>

On 13 June 1821, a special town meeting was held in Lawrence Township to discuss raising money to complete a stone bridge on this location. The town fathers appropriated \$100.00.<sup>69</sup> This was a single-arched bridge of standard design, hump-backed and faced in rubble stone. In 1896, this was replaced by the existing iron Pratt pony truss bridge.

## Twentieth Century

When the curve at the Carter Road/Fackler Road intersection was straightened, the present stone-faced concrete bridge was installed.

## Connecting Roads

Many of the old connecting roads described below existed unofficially long before they were recorded as laid out in the road books. As noted below, some appear on John Dalley's 1745 map, even though their road returns bear later dates. Although road returns usually called for these to be laid out as two-rod roads, which would have been thirty-three feet wide, none was built originally to that width, and few are that width today. Cold Soil Road, for example, was only widened from twelve to twenty-four feet in 1923-24.

Raymond Road

The primary purpose of Raymond Road was to provide a link between the Straight Turnpike [Route 1] and the Princeton and Kingston Branch Turnpike. The incorporators of the latter wished to recover some of the through traffic that had been diverted from the King's Highway after completion of the Straight Turnpike in 1804. It probably was constructed in 1811 along with the rest of the turnpike. Because it followed an old lane that gave access to Gulick property, the road enters the highway at a diagonal.

<sup>68</sup> HCFM, 20 May, 21 August, 13 September 1811, 2 (1798-1840), 98.

<sup>69</sup> *Volume I of the Minutes of Lawrence (Maidenhead) Township*, Lawrence, 1975, XXXV, (orig. p 190).

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Heathcote Brook Road/Laurel Avenue

Heathcote Brook Road appears on the Dalley map [Figure 4]. Well populated by buildings in 1745 and known as the Brunswick Road, it would have provided an alternative route to that city. Originally, as shown on the Dalley map, Heathcote Brook Road entered Kingston on a diagonal, swinging over to intersect Mapleton Road, and not directly intersecting the King's Highway. Construction of a short section of road altered this intersection to a 90 degree angle in 1919.<sup>70</sup>

Laurel Avenue does not appear on the Dalley map, but is on the 1766 Dunham map [Figure 5]. It probably was built as a short leg to give access to the road to Rocky Hill; the upper reaches of Laurel Avenue were not extended until the nineteenth century after the older road to Rocky Hill was abandoned..

Church Street/Mapleton Road

The earliest Somerset County road return related to the highway made provision for a "Road from Rocky hill to Kingston begining at a road already laid out that [leads?] from New Brunswick to Prince Ton Opposite the house of Mrs Oppie."<sup>71</sup> Although the road return is dated 1740, this road followed an existing path up to the Millstone crossing at Rocky Hill, and eventually was continued to Griggstown. Located west of what was until recently Laurel Avenue, this northern stretch of the road is shown on John Hills's map of Somerset County. In 1834, the highway was widened at this intersection.<sup>72</sup> [Figure 20]

Barber and Howe described Church Street as a "narrow road" in 1844.<sup>73</sup>

Mapleton Road (known as Academy Street in the village of Kingston), which went from the highway to Aqueduct Mills and thence to Cranbury, existed before it was opened officially. It appears on the Dalley map. It was laid officially as a four-rod road in 1749.<sup>74</sup> It evidently did not reach this width, because when it was relaid in 1828, it was described as a two-rod road.<sup>75</sup>

<sup>70</sup> Plan and Profile, Section 1, Route 13, sheet 2.

<sup>71</sup> SCR B A-1:2, 17 April 1740.

<sup>72</sup> Ibid, B:249-250, 27 May 1834.

<sup>73</sup> Barber and Howe, *Historical Collections*, 319.

<sup>74</sup> MiRB VI:24, 7 December 1749.

<sup>75</sup> MiRB, VII:312-314, 10 April 1828.

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River Road

River Road was laid out on a somewhat circuitous route in 1743/44. It began at the west end of the bridge over the Millstone River at Kingston, and then paralleled the river northward until it reached the corner of what is now Herrontown Road, where it turned westward. After following a property line for a distance, it joined an old path that intersected Mount Lucas Road.<sup>76</sup> The courses were not recorded at this time, but they appear in an early nineteenth-century road return confirming that they are "along the middle of the road now opened and used." The intersection with the King's Highway was at the "south corner of Gulick and Bayles store."<sup>77</sup> The road was relaid and moved a slight distance to the east in 1825.<sup>78</sup> [Figure 21]

Harrison Street

This street appears on the Dalley map, although according to the Middlesex County road returns it was not laid out until 1752. But at the time, the survey stated that John Horner, through whose property it ran, already had "cleared a New road to Princeton Road..."<sup>79</sup> In 1859, the Potts map shows its width as 34'. Harrison Street became a county road in 1926.

Harrison Street did not cross the highway until 1825, when the lower part of what is known as North Harrison Street was laid out as a two-rod road. [Figure 23] It ran a little less than 570' to the northwest. At that point it jogged sharply westward, following the line of what is now Ewing Street to Mount Lucas Road.<sup>80</sup> In 1949, plans were submitted for widening the intersection to 30'.<sup>81</sup> This required relocating the wide wing of the house at the northwest corner from the east to the west side of the building.

Washington Road

The question of opening this road caused considerable debate over the "necessity and usefulness of the said Road as well as the ill conveniences of the same." The county commissioners ordered this to be laid out at a 45' road in 1806, to be completed by the end of 1807.<sup>82</sup>

<sup>76</sup> SCR B A-1:4-5, 28 January 1743/44.

<sup>77</sup> SCR B A:201-202, 24 September 1805. Unfortunately, this page is torn, so all the information is not available.

<sup>78</sup> SCR B B: 237-238, 1 February 1834.

<sup>79</sup> MiCRB, VI:27, 13 April 1752.

<sup>80</sup> SCR B B:130, 29 October 1825.

<sup>81</sup> *Princeton Herald*, 22 June 1949.

<sup>82</sup> MiCRB VII: 107-109, 26 July 1806.

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Witherspoon Street

The reason for this road undoubtedly was construction of Nassau Hall. It was laid out while that building was under construction to begin "in the middle of ye Great Road opposite the College door."<sup>83</sup> From there it ran northward to join Mount Lucas and Cherry Hill Roads. After it was opened, the diagonal stretch of roadway from the intersection of Cherry Hill and Mount Lucas Roads into Princeton appears to have been abandoned. Although the alignment of Witherspoon Street's upper reaches has been changed more than once, the location of its intersection with the present-day Nassau Street has remained the same. Originally laid out as a two-rod road, it was relaid as a four-rod road in 1765.<sup>84</sup> But it is shown as 36' wide on the 1859 Potts map of Princeton.<sup>85</sup>

Bayard Lane

This originated as a lane leading to Samuel Beard's house [the present site of the Princeton YM-YWCA].<sup>86</sup> Laid out as a road in 1763, originally it ran almost straight north to the intersection with Mountain Avenue, where it turned toward the west. Although it was laid out as a two-rod road, its width in 1859 was only 15'. About 1870, it was widened by the owners of Morven, who began to sell property along its course.<sup>87</sup> A year later its owner, Bayard Stockton, agreed to turn over the road, up to Mountain Avenue, to the Borough; the town was to remove the stumps.<sup>88</sup> In 1880, a map drawn for the Borough by Charles McMillan showed its width as varying from 29' to 30'. At the intersection with Nassau Street, it widened to 51'.<sup>89</sup>

Quaker Bridge Road

This road was opened in 1761 as a two-rod road leading from Worth's Mill to "Snapping" in Burlington County. Originally it began one chain and 75 links [115 ½'] east of the bridge over Stony Brook.<sup>90</sup> In 1807, it was moved about 25' to the west. It then began "at the Post road at the Easterly end of the lower wing of the [1792] stone bridge."<sup>91</sup>

The 1923-24 project called for the intersection of Quaker Road to be given concrete curbing and enlarged by about five' on either side. However, no curbing was installed and the existing stone abutments on either side appear to relate

<sup>83</sup> Road Survey, 13 February 1755, Gen. Mss. [Misc.], Department of Rare Books and Manuscripts, PUL. There is also a road return in SCRB, A-1, 13 February, 1765.

<sup>84</sup> SCRB, A-1 13 February 1765.

<sup>85</sup> This map is unfortunately far too large [well over six feet in length] to reproduce.

<sup>86</sup> Hageman, *Princeton*, 2:13.

<sup>87</sup> *Ibid.*, 2:14.

<sup>88</sup> *Princeton Press*, 17 September 1871.

<sup>89</sup> The McMillan maps are owned by the Borough of Princeton.

<sup>90</sup> Middlesex County Road Surveys, 1722-1776, 51-52, 4 November 1761.

<sup>91</sup> MiC Road Surveys, 1778-1828, 123, 7 April 1807.

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to the early nineteenth century bridge, over a small tributary of Stony Brook, that was part of the 1807 project.  
[Figure 23]

Province Line Road

Initially this was laid out in 1762 on a different alignment, intersecting with the King's Highway at the Province Line, which also was the division line between Hunterdon and Somerset Counties.<sup>92</sup> Five years later the southern section of this road was shifted, so that it intersected the King's Highway approximately 1200' west of the Province Line<sup>93</sup> The reason may have been that this brought it into the highway opposite Fiva Du Close' tavern.<sup>94</sup>

Carter Road

In 1785, Carter Road replaced an earlier road leading to Nathaniel Hunt's mill. The earlier two-rod road then ran on an alignment that passed immediately to the west of Glencairn, [Opdyke-Hunt House], intersecting with the highway about 500' to the east of Fackler Road. It replaced an earlier road that had run closer to Stony Brook<sup>95</sup>.

On the 1875 map, it is this road that is listed as "Coalsoil Road." After that name transferred to an intersecting road to the west, Carter Road was called by various names [Rosedale Road, Hopewell Road, Titus Mill Road] It remains Rosedale Road in Hopewell Township, but in Lawrence it was renamed in honor of Austin Carter, son of the bridge tender at Baker's Basin, the first Lawrence Township man killed in World War I.<sup>96</sup> Maps in the Mercer County engineer's office indicate that it was relocated to its present alignment in 1896. In 1921 it was widened to approximately widening to approximately 75' immediately at the entrance to Route 206.

Fackler Road

Another two-rod road, laid out in 1763, this eventually led to Allentown, only being truncated after construction of the Kingston and Princeton Branch Turnpike. It always joined the highway at Eight Mile Run [Shipetaukin Creek].<sup>97</sup>

Known in the eighteenth century as the Allentown Road, it was renamed in the nineteenth century for an adjacent property owner.<sup>98</sup>

<sup>92</sup> Hunterdon County Road Surveys [hereafter HCRS, 1:13, 29 March 1763

<sup>93</sup> Ibid., 1:45-46.

<sup>94</sup> See *Historic Map of Lawrenceville (Maidenhead) Township*, 1976.

<sup>95</sup> HCRS, 1:136-137, 12 December 1785.

<sup>96</sup> Tyler, *Old Lawrenceville*, 13.

<sup>97</sup> HCRS, 1:28, 7 November 1763.

<sup>98</sup> Tyler, *Old Lawrenceville*, 13.

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Cold Soil Road

This is another of the two-rod roads with a road return from the 1760s. It gave access to Polhemus's Mill and the Baptist Meeting in Hopewell. It also provided a back way from Lawrenceville road to Nathaniel Hunt's Mill on Carter Road<sup>99</sup> The name was applied only in the first half of the twentieth century, supposedly because of its heavy subsoil.<sup>100</sup>

During the 1923-1924 project, Cold Soil Road at this intersection was widened from 12' to 24' feet.

Franklin Corner Road

Like the majority of intersections, this was opened to connect a mill to the highway. It was laid out in 1760 as a four-rod road "from John Phillips and Jacob Greens Grist Mill to the Kings Road that leads from Trenton to New Brunswick...opposite a four rod road that leads into the said Kings road from Hopewell near Samuel Smith..."<sup>101</sup> Mercer County records show that it was widened in 1928 to 33' of paving, with 12' graded on either side.

Pennington/Lawrenceville Road

Although there is no road return for this road, it pre-existed the Franklin Corner Road, to which it was cited as "opposite" in the retrun for that road. An intersection on this side of the highway appears on the Dalley map, where it is identified as the road to Gray's Ferry. That road splits off from the Hopewell road and runs toward the Delaware River. Late in the eighteenth century, it was identified as the road to Yardley's Ferry. It was widened to 27' in 1935, with approximately a 75' throat at the intersection.

**MARKERS, LIGHTING, AND STREET FURNITURE**

Several markers for the Lincoln Highway are recorded on the drawings for the 1923-1924 project for upgrading the road from Lawrenceville to the Princeton Borough line. These markers were used to help locate benchmarks for the roadwork. Benchmark No. 91 was placed "40' SW of Lincoln Highway sign." [sheet 16] The location corresponds with the center of the curve at m.p. 52.2. Benchmark No. 101 was located on the east side of the road "30' E. of Lincoln Highway sign," the location apparently being in the vicinity of the intersection of Quaker Road. Approximately 700' east of Quaker Road, Benchmark No. 103 was a railroad spike "in Pole with Lincoln Highway

<sup>99</sup> HCRS I:29, 13 December 1763.

<sup>100</sup> Tyler, *Old Lawrenceville*, 13.

<sup>101</sup> *Lawrence Township Minute Book*, 8 July 1760, orig. P. 74. See also HCRS, 1:2

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Sign 'L' and Brown Band. N. Side of Road." [sheet 18]. The brown band indicates that this is a state highway running northeast-southwest.

The Lincoln Highway marker near Benchmark No. 101 might have been of the official concrete variety; the one used for No. 103 was apparently one of the earlier markings painted on wooden poles. Less clear is the notation attached to Benchmark No. 110 at approximately today's m.p. 52.10. The plans record that Benchmark 110 is a railroad spike "in Pole P.N. Lincoln Highway Marker pop. W. end of Dry Stone Wall" [sheet 19]. Possibly there were other Lincoln Highway markers along the road at this time, but these are the only ones noted on the construction plans.

In Lawrenceville, there was a sidewalk from the church down the front of the school property by the 1880s, and the road was lit by four kerosene lamps by the 1890s.<sup>102</sup>

Electric lighting came with the dawn of the century. In 1901, the Princeton Electric Works applied to mount poles and string wires along the highway from Snowden Lane to Kingston.<sup>103</sup> Whether this was just to accommodate customers along the road or whether it also incorporated some street lighting is unclear. Permission to place telephone poles throughout the township was granted two years later.<sup>104</sup> Princeton Borough had electric lights by 1909, but they were deemed unsatisfactory.<sup>105</sup> When Nassau Street was paved with asphalt block in 1916, Public Service buried the wires and installed new arc lights from Bayard Lane to Harrison Street.<sup>106</sup> Electric lights were installed in Lawrenceville 1919.

Other features have been described and dated in the section on present appearance.

<sup>102</sup> Tyler, 21.

<sup>103</sup> Princeton Township Committee Minutes, 1895-1914, 1 April 1901, 208-211.

<sup>104</sup> Ibid., 4 May 1903, 238.

<sup>105</sup> *Princeton Press*, 27 November 1909.

<sup>106</sup> *Princeton Packet*, 5 May 1916 and 16 February 1917.

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For almost two-and-a-half centuries, the old King's Highway was the major route linking New York and Philadelphia, and thus the northern and southern colonies and states along the eastern seaboard. John F. Hageman, Princeton's 19th-century historian, waxed lyrical about this road, as marking steps on the march of progress until the advent of the railroad.

In tracing the advance from the beginning to the present time of our history, how marked are the strides of progress! The old Indian trail through the forest – the zig-zag horse path – the king's public highway for wagons — the incorporated turnpike for stage coaches — the modern steam cars on railroads — following in succession, are like milestone monuments on the historic march of progressive civilization!<sup>1</sup>

He might have added that the highway also was a segment of the only intercolonial post road and a main stage route long before the turnpike era. The relatively flat band across the narrow waist of New Jersey has always been a logical transportation corridor. In 1834, the road was superseded by the Delaware & Raritan Canal, and shortly afterward by the railroad. In modern times, the New Jersey Turnpike has followed a similar track, albeit several miles to the east. This section of New Jersey has thus been central to transportation in the eastern United States since the country's settlement.<sup>2</sup>

As the major 18th-century land route across New Jersey the road engendered the creation and growth of villages and small towns along its path. Studded like widely-spaced beads on a necklace, Kingston, Jugtown, Princeton, Stony Brook Hamlet, and Lawrenceville (all of which are National Register Historic Districts) indicate how villages developed in response to the old road and the institutions and businesses that followed in its wake. Because of changed transportation patterns, development along the King's Highway proceeded slowly in the late 19th and early 20th centuries. (Even now, although the road is heavily traveled in rush hours, major recent development has been along the Route 1 corridor.)

The King's Highway Historic District is the best-preserved substantial portion of this historic highway. The villages and other features along the part of the road covered by this registration form tend to retain a high degree of integrity. And despite some changes in alignment and cartway width, the route has remained essentially the same since the 17th century. A number of its intersections have been in place since long before the Revolution. The King's Highway meets National Register Criterion A for its significance in transportation, commerce, exploration and settlement, military history, and politics and government.

<sup>1</sup> John F. Hageman, *Princeton and its Institutions*, Philadelphia (1879), 1: 230.

<sup>2</sup> Wheaton Lane, *From Indian Trail to Iron Horse*, Princeton (1939), 4.

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## TRANSPORTATION, COMMERCE, AND COMMUNICATION

The Indian Trail

Most writers about early transportation in New Jersey have assumed that this road originated as an Indian trail. Certainly a route across central New Jersey was known to local Native Americans. When Europeans, specifically the Dutch, sent communications overland from their settlement on the lower Delaware to Manhattan, they used Indian messengers. If they needed to travel or transport goods, they also usually depended on Indian guides. It is not, however, always possible to tell what route these Indians followed, except that correspondence of the period contains frequent references to Staten Island.<sup>3</sup> The name "Assunpink Trail," sometimes used today to denote this trail, seems not to appear in the literature until the 20th century. A description of an Indian trail of any kind, following what would be known as the Upper Road appears to have originated in the second half of the 19th century. In 1880, Charles Dunham Deshler first posited this hypothesis in a paper read to the New-Brunswick Historical Club.<sup>4</sup> Although there is a degree of uncertainty about the origin of the trail, there is documentation that it was known to the Dutch and to early travelers, and it is likely that the path had been established by Indians.

The Indian messengers were paid in trade goods at one or the other end of the trip. Although the overland trip was quicker than the voyage between the colonies, and less subject to the vagaries of the weather, it could be dangerous. In 1648, Peter Stuyvesant intended to make the trip, guided by trusted Indians, but canceled when he heard of a possible uprising by "northern" Indians. He then attempted to travel by ship, but was twice frustrated by contrary winds.<sup>5</sup> In 1659, Jacob Alrich reported from Delaware that two men bearing the post, accompanied by an Indian guide, had had to turn back after eight days; he then sent a much stronger force: five citizens, four soldiers, and a guide.<sup>6</sup> Usually the traffic consisted of a single Indian messenger, but occasionally, as in this instance, soldiers made the trip. It appears that the journey was on foot, without pack animals; evidently goods and supplies went by sea. One exception, in which two soldiers figured, was a cattle drive from Long Island to New Amstel [Delaware] in the summer of 1658. It evidently was not a success. The cattle arrived lame, and the experiment was not repeated.<sup>7</sup>

Not only was the overland trail difficult and dangerous. It could not have been well marked during the Dutch period, thus necessitating that Europeans usually be accompanied by Indian guides familiar with the territory. Gradually, however, during the Dutch era a small, but growing number of Europeans braved the path themselves, including

<sup>3</sup> Numerous references to the use of Indian messengers and guides appear in Gehring, Charles T., Trans. and ed., *New York Historical Manuscripts: Dutch*, vols. 18-19, *Delaware Papers (Dutch Period)...1648-1664*, Baltimore, MD (1981).

<sup>4</sup> C[harles] D[unham] Deshler, "The Early Roads in New Jersey," Special Collections, Rutgers University Library.

<sup>5</sup> Gehring, 24-25.

<sup>6</sup> Ibid., 156.

<sup>7</sup> Gehring, 124-126.

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soldiers in transit between Manhattan and the Dutch settlements along the Delaware, or runaways from as far south as Maryland and Virginia.

The Explorers' Pathway

By the 1670s the trail may have been marked in some manner, perhaps by marked trees.<sup>8</sup> It also could be traveled on horseback. In 1675, William Edmundson, a Quaker minister, set out from Middletown, New Jersey to Maryland, planning to cross the Delaware River at the falls, the present-day Trenton. His party hired an Indian guide, but he took them the wrong way and then abandoned them in the woods. Richard Hartshorn and Eliakim Wardell, local inhabitants, who had traveled with them the first day, led them back about ten miles to the Raritan River, where they would find a path that must have followed this route.

So we rode back, and in some time found the landing-place and little path; then the two Friends committed us to the Lord's guidance and went back.

We travelled that day and saw no tame creature; at night we kindled a fire in the wilderness, and lay by it, as we used to do in such journeys; next day, about nine in the morning, by the good hand of God, we came well to the Falls, and by his Providence found there an Indian man, a woman and a boy with a canoe; we swam our horses, and though the river was broad yet got well over.<sup>9</sup>

From the Princeton area to Trenton, this was the route followed by the Labadist preachers Jaspas Dankers and Peter Sluyter on their journey from New York to Maryland. Having left the Raritan, they came about half way to a "high, but very *rocky hill*, which is very difficult for man or beast to walk upon." They then descended to the Millstone Valley, possibly crossing the Millstone at Kingston, and what they described as twice more, one of these crossings undoubtedly at Stony Brook and proceeded to Trenton, "where a new grist-mill was erected by the quakers...." Unimpressed by the falls of the Delaware, they continued their journey down the river by boat. On their return, they crossed the Delaware well before Trenton, but again came up to the mill to begin their journey northeastward. They found the path "grown up on both side with bushes, which wore our breeches, stockings and shoes, as much as all the woods in Maryland." Because the water was high, they had difficulty fording Stony Brook. They met no Indians until they were four or five miles beyond Stony Brook, in the vicinity of what is now Harrison Street. There they

<sup>8</sup> This means of indicating the path to follow was still in use in New Jersey as late as 1756. See Fred Shelley, "A Letter from New Jersey," (1756) by Thomas Thompson, *Proceedings of the New Jersey Historical Society*, 74 (October 1956), 297.

<sup>9</sup> Quoted in William H. Benedict, *New Brunswick in History*, New Brunswick (1925), 290-291.

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were advised not to undertake the crossing at Kingston, but to go up to Rocky Hill where they were put safely across the swollen river.<sup>10</sup>

By the last two decades of the 17th century, county and provincial governments took some cognizance of the road. In 1683, Piscataway Township in Middlesex County, of which the Kingston area and Princeton Township were then a part, ordered that a footbridge be built at Henry Greenland's.<sup>11</sup> Greenland was then living on the west bank of the Millstone River; this footbridge would have been close to the present crossing. [Figure 2] His house there operated as an "ordinary" or tavern, under a license given that same year by Deputy Governor Gawen Lawrie. The presence of an ordinary suggests that the route already was sufficiently well traveled to require such an accommodation. It was at Greenland's tavern, in January 1687, that the agreement to survey the division line (Province Line) between East and West Jersey was hammered out and signed.<sup>12</sup> This line is still the boundary between Princeton and Lawrence Townships.

Meanwhile, in 1686, in the spirit of free enterprise, John Inian, a New York merchant who had moved to the Raritan River, told Lawrie and the Council that he had "bin att a Considerable Expençe to accomodate the Country in making out a Road to the ffalls [Trenton] from his house upon the Rariton [at what is now New Brunswick.]" He also had a supply of boats and canoes to ferry travelers across the Raritan, and asked that fees be set for this ferry.<sup>13</sup> Inian did not receive a response until 1698 and his ferry was not officially recognized through taxation until 1719.<sup>14</sup> It is believed to have operated anyway, and certainly was there by 1713/14, when Inian's was designated as a point on the boundary between Somerset and Middlesex Counties. This same act called for the boundary to follow the "old road" from Inian's to the Province Line.<sup>15</sup>

In the early 18th century, however, the New Jersey authorities did not consider this a major road, favoring the "Lower Road" from Perth Amboy, the capital of East Jersey, through Cranbury to Burlington, the capital of West Jersey. The Upper Road was not mentioned in the "Act for laying out, Regulating, Clearing and Preserving Publick Common High-ways," passed by the provincial legislature in 1704.<sup>16</sup> It was the lower road that they adopted as the

<sup>10</sup> Jaspas Dankers and Peter Sluyter, *Journal of a Voyage to New York*, trans. By Henry C[ruse] Murphy, Brooklyn (1867), 170-174, 236-249.

<sup>11</sup> Piscataway Township Records, 26 October 1683, Early Middlesex County Records, Alexander Library, Rutgers University [Hereafter RUL].

<sup>12</sup> Elizabeth G. C., Menzies, *Millstone Valley*, New Brunswick (1969), 46.

<sup>13</sup> *New Jersey Archives*, 13:159.

<sup>14</sup> *Ibid.*, 21:279; *Laws of the Royal Colony of New Jersey* [hereafter *Laws*], compiled by Bernard Bush, 2:232-233, 27 March 1719.

Ferries were taxed as early as 1709, with the amount of the tax depending on their importance. In 1719, Inians was taxed 10 shillings, as were the two ferries at Delaware Falls and several others, while the ferry at Perth Amboy was taxed 40 shillings, the ferry from Gloucester to Philadelphia 30 shillings, and the ferry below Burlington 20 shillings.

<sup>15</sup> *Ibid.* 2:550.

<sup>16</sup> *Ibid.*, 2: 23. It is possible that this law was disallowed, i.e. not approved by the crown.

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post road when the American post office was established in 1692 and East Jersey Governor Andrew Hamilton was named to administer it.

Although it did not figure in the 1704 legislation, the road clearly existed by the last two decades of the 17th century. The road is first shown on a map drawn from surveys made by John Worlidge. [Figure 1] Worlidge was in Fenwick's Colony [Salem County] by 1677. From 1680 to at least 1694 he was Deputy Surveyor General for the Salem Tenth.<sup>17</sup> He continued surveying until his death in 1698/99. Thus the conditions shown on the map probably must precede that date and probably are even earlier. This map does not show the Lower Road favored by the legislature. Indeed, it depicts only two roads, one from Burlington to Salem that no longer exists and this road, identified as "The Road from York to Delaware Falls." Reinforcement for this identification is the inclusion of a symbol for a house, labeled as "Greenlands."<sup>18</sup> Henry Greenland was dead by 1694, which suggests that Worlidge had been in the area before that date. The map, the footbridge at Greenland's, and John Inian's claim all indicate that there already was some sort of road east of the Province Line, and that indeed it was one of the most important features of New Jersey's early transportation system.

Further confirmation of the existence of this route comes from Burlington County records. Until the establishment of a system of state highways in the 20th century, construction and maintenance of even major roads remained the responsibility of the counties and towns through which they passed. In 1697/98 the Court of Quarterly Sessions held at Burlington ordered the town of Maidenhead [Lawrence Township] to charge twelve men with laying out a road from the Province Line to Assunpink Creek. Although this was the first official mention of the road (as opposed to individual features such as the footbridge), it was to begin at "Yorks Old Road," so obviously a known pathway must have existed already.<sup>19</sup>

After the order for the footbridge at Henry Greenland's and the Burlington Court's instructions, however, there is no further legal reference to the road until what are now Old Georgetown and Mount Lucas Roads were laid out in 1712. Mount Lucas was to end at "the old road," which it would follow until Stony Brook. Later 18th-century maps indicate that Mount Lucas originally cut diagonally though what is now Princeton Borough and entered the highway at a point between the present locations of Witherspoon Street and Bayard Lane. As was often the case, Mount Lucas may have existed before the 1712 road return. Its intersection with the "old road" is shown on a survey believed to have been drawn 1709 with the highway continuing to the west. [Figure 3] Since Mount Lucas was described as a "cartway," it can be assumed that the highway also could handle carts by 1712.

<sup>17</sup> Thomas Cushing and Charles E. Sheppard, *History of Gloucester and Cumberland Counties*, Woodbury, NJ (1874) 321 and 504.

<sup>18</sup> Just when Greenland died is uncertain. According to the text of his will, as recorded in *Middlesex County Deeds*, E: 191-192, he drew it in December 1694. But the date of the recording is given as 7 February 1694. Either there was a mistake in transcribing the will, or some confusion arose over old style and new style dates when it was recorded.

<sup>19</sup> Book of Minutes, Supreme Court, 1681-1709, 21-22 February 1697/98, 152 and 155.

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The antiquity of the road was recognized at an early date in other ways. When, on 15 March 1713/14 the legislature set the boundary line between Somerset and Middlesex Counties, it decreed that this would run from the point where the road crossed the Raritan, at Inian's ferry, and would then follow "the said old road...toward the falls of Delaware to the province line."<sup>20</sup> It was one of two routes identified as formerly in use by the Dutch on a map attached to the 1747 Elizabethtown Bill in Chancery. (The other road ran from the Navesink Highlands to the Delaware at Burlington.) The description accompanying the map read:

The Town then called *New Amsterdam* and *Manadas*, which is now the City of New York, was the first Settlement and chief Town of the Dutch upon Hudson's River, and the Place of Residence of the Dutch General at *New Netherland*;

And your Orators show your Excellency, That the Tide flows up Raritan River to New-Brunswick...where in the Dutch time and as yet, the Road to Delaware River from New Amsterdam did cross; and at New-Brunswick the said Raritan River, about Low-water, then was and is fordable and usually crossed on Horseback; and that the Tide of Delaware River runs up to or near Delaware Falls [Trenton]; and at Low-water and when there are no Land-Floods, is fordable at said Falls, and was and is usually crossed on Horseback; and at no place below New-Brunswick and Delaware Falls are or were the said Rivers Raritan and Delaware fordable.<sup>21</sup>

Essentially, therefore, the route of the road was determined by the necessity of connecting the two major river crossings.

### The First Half of the Eighteenth Century

In 1717, when the provincial assembly revised the highway law of 1704, the Upper Road was added to the list of major highways. By this time there were a number of settlers clustered around Stony Brook and along the road in Lawrence Township. The area was entering a period of rapid growth. William Trent had the village of Trenton laid out in 1719. Inian's Ferry changed its name to New Brunswick in 1723. Princeton was identified as an entity separate from Stony Brook in 1724, and the village of Kingston also began to emerge. While the Upper Road was being settled quickly, the Lower Road languished. Under the circumstances the post began to be carried on the Elizabeth-Trenton road, probably about 1734, when Andrew Read began the first post office in Trenton in 1734.<sup>22</sup> In 1761, Benjamin Franklin cited the reasons that the change had been made.

<sup>20</sup> Quoted in John F. Snyder, *The Story of New Jersey's Civil Boundaries*, Trenton (1969), 32.

<sup>21</sup> Quoted in Deshler, "The Early Roads...", 2.

<sup>22</sup> William A. Whitehead, *Contributions to the Early History of Perth Amboy...*, New York (1856), 284.

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That the Ferry over the River Delaware from Bristol to Burlington, to be passed in travelling the old Road, was a Mile and a half wide, and in winter often incumbered with Ice, so as greatly to delay the Post. That the old Road from Burlington to Amboy was for 50 Miles chiefly a heavy loose sand, very fatiguing to the Horses; That being thro' a barren Country, it was not well inhabited, nor the Inns well supply'd with Provisions: That being less travelled than formerly, there was not the same Care taken to provide suitable accommodations for Travellers.

He added that the bridges were not as well maintained and that the Amboy route required more and longer ferry crossings at the New York end.<sup>23</sup>

The legislature may have favored the Lower Road, but as Worlidge's map attests, travelers must have preferred the Upper Road. By 1745, the Upper Road was sufficiently heavily traveled for attempt to be made to issue a printed map. [Figure 4]

Whereas John Dalley, of Kingston, in New Jersey, Surveyor, hath made an actual Survey of the Road from Trenton to Amboy, with the River from Amboy to Brunswick Landing, and hath set up proper and durable Marks at every two Miles Distance, and at all publick Roads turning out, that Gentlemen and Travellers may know the Distance from Place to Place, and whither the Roads lead; which has been done by Subscription, tho' far short of a Sufficiency to defray the Charge thereof; and is now inclined to continue the same to New York and Philadelphia, and to make and print a Map of the whole, if he can meet with suitable Encouragement: This is therefore to propose to the Publick a Subscription for that Purpose, which if a sufficient Number of Subscribers appears to defray the Expence, and make up the aforesaid Deficiency by the 15th of October next, shall be immediately begun, and compleated as soon as possible. The Terms are, That besides putting up the Marks aforesaid, a Map shall be printed, on large and good Paper, of the whole Road from Philadelphia to New York, in which shall be named every remarkable Place of Object, as Houses, Brooks, Creeks, Bridges, &c. &c. with their Names. That every Subscriber paying Five Shillings, one half at subscribing and the other Half at the Delivery of the Map, shall have one of them; and that the Subscribers Names shall be printed in the corners of the Map. Subscriptions are taken by A. Reed, in Trenton, James Leonard, in King's Town, Paul Miller in Brunswick, James Parker in New York, and B. Franklin in Philadelphia.<sup>24</sup>

Evidently a sufficient number of subscribers did not come forward. Two manuscript versions of the map are at the New-York Historical Society. One is inscribed to Robert Hunter Morris, then Chief Justice of the Province of New Jersey. The other is in the papers of James Alexander, one of the Proprietors and Surveyor General of New Jersey. When one G. Bancker made several copies of the Dalley map in 1762, he noted that the Dalley survey had been made

<sup>23</sup> Benjamin Franklin to Henry Potts, 23 April 1761, in *NJA*, 1st ser., 6:265-270

<sup>24</sup> *Pennsylvania Gazette*, 12 September 1745.

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for Alexander. The Dalley map provided a table of distances and the location of water courses and crossroads, along with the names of places, house owners, taverns, etc.

Further official recognition of the highway's significance came at the end of 1760, when the legislature cited it as one of three major roads that were not to be altered.<sup>25</sup> Indeed, by this time it had eclipsed the Perth Amboy-Burlington Road. One of the reasons Franklin gave for the Upper Road replacing the Perth Amboy-Burlington Road was that the country along the Lower Road was barren. This is surprising, given that it passed through the rich farmland now in Plainsboro, Cranbury, and Chesterfield Townships. Probably early settlement in the part of central New Jersey traversed by the Upper Road had been inhibited at first because of uncertainty about where the division line was between the two Jerseys. With the issue resolved, at least for a time, with the drawing of the Keith or Province Line in 1687, the area began to fill up rapidly. By 1685/6 Henry Greenland had been joined in the Princeton area by his son-in-law, Daniel Brinson, who had married Greenland's daughter Frances. Brinson had arrived in this country in 1677 and first settled in Bucks County.<sup>26</sup> Perhaps as early as 1693, Brinson sold his land along what is now Edgehill Street in Princeton Borough to Richard Stockton, and moved with his wife and children to his father-in-law's plantation, which he inherited. Several families, mostly Quaker, established themselves in other parts of what is now Princeton Township in the late 1690s, while at least three owners purchased land in Lawrence township in 1690. They were soon followed by others.<sup>27</sup> Jediah or Jedidiah Higgins was in Kingston by 1702, although no deed for his purchase of property that early can be found. [See Figure 2]

One reason for the rising importance of the Upper Road is that it ran more or less on or close to the fall line, so that there was ample water power for mills. There were mills along the highway itself at an early date. In 1712, Thomas Potts, a miller from Pennsylvania, obtained land for a mill pond from Samuel Stockton along with the right to build a raceway. Two years later Joseph Worth sold Potts land on which the latter erected grist mills and a bolting mill. By 1721, Worth had become the owner, and Worth's Mills they remained until 1854, when they were sold to Joseph H. Bruere, by whose name the mill and hill adjacent to it has also been known.<sup>28</sup>

By 1716, Thomas Leonard and Company had a large saw mill on Heathcote's Brook near its confluence with the Millstone in Kingston. The location is shown on the Dalley map.<sup>29</sup> Henry Greenland's grandson, Barefoot Brinson,

<sup>25</sup> *Laws*, 4:36-49.

<sup>26</sup> Lewis D. Cook, "Daniel Brinson of Middlesex County, N. J.," *The American Genealogist*, 32: 33-36. This account corrects some errors that appeared in *Somerset County Historical Quarterly*, 3 (1914), 289-292.

<sup>27</sup> For accounts of early settlement in the area, see Constance M. Greiff, Mary W. Gibbons and Elizabeth G. C. Menzies, *Princeton Architecture*, Princeton (1967) and [Winona Nash], *A History of Land Ownership, Lawrence (Maidenhead) Township, Lawrence Township (1777)*.

<sup>28</sup> Hageman, *Princeton*, 1: 30-31.

<sup>29</sup> *Laws*, 5:390. The mill could have been older, but the tax on it was recorded for the first time in January 1716/17. The mill must have been large, for the company was taxed thirty-five shillings for eighteen months, in comparison with Joseph Worth, who was taxed ten shillings for the same period. Both paled in comparison with William Trent's mill in Trenton, which was assessed four pounds.

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who inherited the Greenland property in the present Kingston Mill Historic District, also must have operated mills. After his death in 1748, his widow, Mary, and her brother Thomas Lawrence, his administrators, advertised the property as having "conveniency for a grist mill."<sup>30</sup> This is somewhat ambiguous, but other documents make it clear that there was a mill in existence. One is an invoice from "Bearfoot Brunson" to Richard Williams and Rute [?] Hall for "millage," dated 17 March 1747. After his father's death, Samuel Brinson made an agreement to rent the mill on 17 April 1749 with his uncle, Thomas Lawrence. The following year he signed an agreement to repair the saw mill and rent it for another year.<sup>31</sup>

In the course of the 18th century, a number of intersecting roads were opened to connect outlying mills and other market towns to this major thoroughfare and thus to urban markets. Several were opened in the first half of the century. The most important of these are shown on the Dalley map of 1745 [Figure 4]. In Kingston, Church Street (1740) led north to the mills at Rocky Hill along the east bank of the Millstone River on a road that no longer exists. It crossed the highway to Mapleton Road, which went to Scudder's Mill and Ridge Road. In Princeton Borough, Harrison Street also led to Scudder's Mill and also to Heathcote Brook Road, while Mount Lucas Road (1712), which cut into Princeton from Harrison's Mill at Rocky Hill is shown entering the highway at an intersection that no longer exists. In Lawrenceville there were the "road to Hopewell" and the road to Gold's Ferry.<sup>32</sup>

In the 1760s, as population increased (and the highway improved), the number of intersections also increased, as can be seen on Azariah Dunham's map of 1766 [Figure 5]. In Kingston a new leg of the Rocky Hill Road [now the lower part of Laurel Avenue] probably was intended to connect more directly with Heathcote Brook Road. In Princeton Borough, the lower section of Mount Lucas Road was altered to a straight run to the gate of the college (1754), on what is now Witherspoon Street. Bayard Lane was opened (1763), although it initially ran north only to the vicinity of what is now Mountain Avenue, and then turned westward. In Princeton Township, Quaker Bridge Road (1761) opened (on a somewhat different alignment to the present one) as a road to Allentown. Another road to the same destination, in Lawrence Township, approximately the present Fackler Road, was laid in 1763. Another road to the southeast in Lawrence Township, the present Franklin Corners-Baker's Basin Road was run in 1760 as the road to John Phillips and Jacob Green's grist mill. Other roads in Lawrence Township ran north to mills. Cold Soil (1763) joined the road to Polhemus's mill, which then continued to Hopewell. Province Line Road (1766) also went to

<sup>30</sup> *Pennsylvania Gazette*, 17 November 1748.

<sup>31</sup> Thomas Lawrence Correspondence, 1684-1754, Martha Morris Lawrence coll., mss. 1157 and 1467, Historical Society of Pennsylvania. For the subsequent history of this mill under Jacob Skillman and later owners, see Menzies, *Millstone Valley*, 77-78. But Menzies is incorrect in assuming that Jacob Skillman built the first mill at this location. She followed information, some of it somewhat imaginative, published by W[illiam] J[ones] Skillman in the *Princeton Press* between March 1901 and August 1903. There is also useful information about the later history of this mill in Federal Writers Project, *Old Princeton's Neighbors*, Princeton (1939), 101-103, but the early history is muddled, conflating the Brinson and Leonard mills.

<sup>32</sup> There are no early returns for these last two roads. Others of the road returns may confirm roads or pathways that already were in use. Mapleton Road, Harrison Street, and Heathcote Brook Road all show on Dalley's map, although their road returns post-date it.

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Hopewell, to the Baptist Meeting House, and the destination of Carter Road (altered 1785 and on a different alignment from the present one) was Nathaniel Hunt's mill.

Thus the road became essential to the area's commerce.

In those days [the first decade of the 19th century] as well as before and since, the travel and the transportation of freight between Philadelphia and New York chiefly passed through Princeton. The business gave life and bustle to the community, and afforded a good market to the farmers in the neighborhood for hay, grain, and provisions.<sup>33</sup>

The highway had a symbiotic relationship with the development of towns and villages along its route. Because of the transportation network, the highway became the obvious location for institutions serving their neighborhood or even a wider area. By 1710, Presbyterians had purchased a church lot on the south side of the highway in Lawrenceville. In 1723, a Presbyterian church was built in Kingston on the north side of the road at the crest of the hill above the Millstone River. The accessibility created by the road also was a crucial point in the decision of where to locate the College of New Jersey, now Princeton University. Because its sponsorship came from both East Jersey and New York and West Jersey and Philadelphia, a central location was desired. New Brunswick and Princeton finally were selected as most desirable, and Princeton won the prize because its citizens offered land and money.<sup>34</sup> The college soon became something of a tourist attraction. Many 18th and early 19th-century travelers' accounts contain detailed descriptions of visiting the institution. A high school or academy was established along the highway at Lawrenceville in 1810, but only attained rank as a major educational institution after it received a large endowment and undertook a major building campaign in the 1870s.

Henry Greenland's tavern at the Millstone was followed by others at Kingston and Lawrenceville, and a growing cluster in Princeton. There is an advertisement for land for sale "near the tavern" there as early as 1734/35. By the 1760s, this had been joined by at least three others.<sup>35</sup> Other taverns along the way are shown on the Dalley and Bancker maps.

These facilities made the Upper Road an improving choice for travelers. At first the Amboy-Burlington Road maintained its importance. By the late 1720s, a stage wagon was transporting passengers and goods between the two towns. A stage line was not established on the Trenton-New Brunswick route until 1738, and then it ran only twice a week in the summer. This line may have run only that year; having closed in 1739, it reopened briefly in 1740. Another line on the route opened in 1754, and there is reference to the Trenton-New Brunswick stage in a 1750

<sup>33</sup> Hageman, *Princeton*, 1:229.

<sup>34</sup> Thomas Jefferson Wertenbaker, *Princeton, 1746-1896* (1946), reprint with a new preface by John M. Murrin, Princeton (1996), 36-37.

<sup>35</sup> The account in Hageman, *Princeton*, 2:36-48 is not entirely accurate, but the existence of the King's Arms (later the Washington Inn), Hudibras and Sign of the College (later Nassau Inn) can be tracked through advertisements reprinted in *New Jersey Archives*.

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advertisement of a competing Amboy-Burlington line. By the early 1760s, there were several lines on the Trenton-New Brunswick route, although lines from Burlington and Bordentown competed with them.<sup>36</sup>

The trip was not without its dangers, although these no longer came from Indians. Rather it was the river crossings that posed a threat. There were frequent reports of overturned boats and drownings.<sup>37</sup> It may have been the difficulty of crossing the Millstone at Kingston that led many 18th-century travelers to leave the Upper Road at Nine Mile Run and proceed to climb what would appear to be the more difficult, hilly Old Georgetown Road to Rocky Hill. Another reason may have been that there were more streams to cross on the flatter route through Kingston. At Rocky Hill, after crossing the Millstone, travelers would continue on Mount Lucas Road to Princeton, where they would rejoin the main highway. By 1745, this route had become so popular that John Corles had established a tavern on the east side of the river. [Figure 4]

When Jaspas Dankers and Peter Sluyter made the journey in both directions in 1679 and '80, they appear to have been advised by friendly Indians to avoid the crossing at Kingston. Their account is somewhat difficult to follow, because they crossed the Millstone at different places and appear to have confused its tributary, Stony Brook, with the larger river, but their description of descending a steep hill into a valley suggests that they pursued the Georgetown Road route on their trip westward. This time, the water was low. But on their return in late Fall in heavy rain, they had great difficulty crossing the Stony Brook. They then traveled four or five miles, which took them to the vicinity of what is now North Harrison Street. There they encountered a band of Indians, who warned them not to attempt to cross the Millstone at Kingston because the water was "as high as our shoulders or higher, as one of them showed us, and the current was so swift as to render it impassable." They knew of a man with a canoe at another point, who would make the crossing. The next day, one of the band led them "to the creek which was two or three miles distant to the north and northeast over a very difficult and rocky hill." This description fits a route approximately that of Mount Lucas Road. There they crossed by canoe, and continued east northeast until they turned right into the road to Raritan.<sup>38</sup>

That the Kingston crossing could be treacherous even after the road had been improved is documented in the sad tale of Mrs. Benjamin Skillman, as reported in a newspaper in 1769. The Skillmans lived near the Kingston mill on the west side of the river.

On Sunday evening the 30th of April, as the Revd. Mr. John Blair, Mr. Benjamin Skillman, his wife and daughter, who had a young child in her arms, were returning from Kingston, where Mr. Blair preached that

<sup>36</sup> Benedict, *New Brunswick*, 65-79.

<sup>37</sup> Ibid.

<sup>38</sup> Dankers and, *Journal*, 172 and 246-250. Menzies (40) is wrong in thinking that Sluyter and Dankers met the Indians west of Mount Lucas Road and followed it from its beginning. The mileages they cite make perfect sense if they followed what is now Route 27 as far as the Harrison Street vicinity and then were led to the north to join Mount Lucas Road.

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day, had occasion to cross Millstone in a Battoe (as it was swollen with the rain) were accidentally overset in the middle of the current, which ran very rapidly; Mr. Blair 'twas said was so long under water, that a few moments would have landed him in eternity; after they emerged, they clung to the battoe, until they caught hold of some limbs, by the help of which they all got on shore, except Mrs. Skillman, who missing that opportunity, was unfortunately drowned.<sup>39</sup>

This suggests that the bridge was wooden and thus was easily destroyed in a flood. It must have been replaced quickly because by this time the route through Kingston had become popular for stage lines.

Peter Kalm, the Swedish traveler, also may have taken Old Georgetown Road on his 1748 journey, for he noted that, "On a hill covered with trees, and called Rock Hill, I saw several pieces of stone or rock so big that they would have required three men to roll them down."<sup>40</sup> But in the 18th century the name Rocky Hill applied to the entire outcrop of trap rock extending from Route 27 northward to Griggstown, so it is possible that he went through Kingston and what is now known as Little Rocky Hill.

Like Kalm, a slightly earlier traveler (1744) was impressed by the countryside traversed by this section of the King's Highway. Dr. Alexander Hamilton (not the future vice-president) journeyed by horseback from Annapolis to Maine in 1744. He recorded his impressions in a diary. The road from Trenton to New Brunswick included:

12 miles of a very pleasant road well lined with houses of entertainment. The country round about displays a variety of agreeable prospects and rurall [sic] scenes. I observed many fields of wheat, barley and hemp, which is a great staple and commodity now in this province but very little maize or Indian corn.

All around you in this part of the country you observe a great many pleasant fertile meadows and pastures which diffuse, at this season of the year in the cool of the morning, a sweet and refreshing smell. The houses upon the road are many of them built with rough stone.

He passed through Princeton, then a tiny village, where he was greeted by an Indian traveler, and about half a mile to the east, observed a small quarry of gray slate. He certainly went through Kingston, rather than taking the northern route, stopping there at the "Sign of the Black Lyon [sic]."<sup>41</sup>

Some idea of the length of the trip from New York to Philadelphia, before improvements were made after 1765, can be garnered from the journal of a daughter of James Alexander of New York. It took three days, with stops for the night in New Brunswick and Trenton. Admittedly her trip may have been more leisurely than most, allowing time for

<sup>39</sup> Quoted in Menzies, *Millstone River*, 78.

<sup>40</sup> Quoted in Hageman, *Princeton*, 1:54.

<sup>41</sup> Dr. Alexander Hamilton, *Gentleman's Progress*, ed. by Carl Bridenbaugh, Raleigh, NC (1944), page

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sightseeing. On the other hand, she made her journey in the finest of June weather, which meant there were no obstacles, nor any reasons for the passengers to get down from the vehicle, while the horses struggled to pull it up a muddy hill. She was another who took the Old Georgetown Road, rather than going through Kingston.

Left New York at 11 o'clock, got to Douglasses at Quarter past 12 and dined, crossed Staten Island, the weather pleasant, neither hot, cold, wet, or dusty. Got to Amboy at Quarter past 12 and Dined, crossed Staten Island, the weather pleasant, neither hot, cold, wet, or dusty. Got to Brunswick at 1/2 past 5, ...set out 1/4 past 7, went to Rocky Hill farm [Rockingham?], visited the copper mine, 8 men at work, drawing a level, sinking a new shaft, wages 6£ 13. a month, got to Princetown 1/2 past 11,....After long waiting, got a good dinner, proceeded 1/2 past three & reached Trenton at 5,....

The next day, evidently having crossed on one of the Trenton ferries, she proceeded to Philadelphia on the Pennsylvania side of the Delaware.<sup>42</sup>

### The Stage Line Era

As previously noted, sporadic efforts were made to run stages along the Upper Road from 1738 onward. But the height of staging began around 1766, and continued until the Delaware & Raritan Canal opened in 1834. Realignment and straightening of the highway may have helped make the route through Kingston the preferable one. In 1765, the legislature appointed commissioners to look into straightening post roads, including the Elizabethtown - Trenton route.<sup>43</sup> They were authorized to receive donations and conduct a lottery to fund this work (although not to expend on the road itself). Given the unsettled political situation after passage of the Stamp Act, it is doubtful that much of what the commissioners may have recommended was accomplished, although on this section of the route a severe curve in front of Morven was straightened out between 1765 and 1771. The Dunham map [Figure 5] shows that many realignments and straightening had already taken place. Improvements in the design of stage wagons as well as in the road meant that the trip between New York and Philadelphia, which once consumed three days, could now be accomplished in two. Another improvement was the opening of a road to "Powles Hook" [Jersey City] in 1764, which was said to provide more convenient ferriage.<sup>44</sup> But most lines continued to advertise Elizabeth as their destination.

Often there were two lines involved, one coming from Philadelphia, the other from New York, or rather Elizabeth, where the ferry connection was made. They exchanged passengers in Princeton after an overnight stop. The first to advertise this service, in 1766, were John Barnhill of Philadelphia and John Mersereau "near New-York." Perhaps

<sup>42</sup> "Notes and Queries, " *Pennsylvania Magazine of History and Biography*, 10 (1886): 115.

<sup>43</sup> *Laws*, 4:346-347.

<sup>44</sup> Benedict, *New-Brunswick*, 77.

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one reason that the trip could be made more quickly was that "the waggon seats [had been] set on springs." Since the wagons moved more smoothly they could go faster; they also were more comfortable. The trip took two days from April 14th through November 14th. At other times of the year it still took three. Five years later these operators evidently could make the trip in two days in the winter as well.<sup>45</sup> Perhaps they were spurred on by competition. In 1770, Abraham Skillman also advertised that he could make the trip in two days, and in great comfort, because he was using at least one coach (that is, an enclosed carriage with springs). He also claimed that Mercereau and Barnhill had accused him of dropping service in the winter while they ran all year round.<sup>46</sup>

By 1773, there were new operators. The "Flying Machine" left Philadelphia each Monday and Thursday, returning to Philadelphia on Tuesdays and Fridays.<sup>47</sup> Its wagons crossed the Delaware River by ferry, usually at Bristol, but did not arrange service all the way to New York, offloading passengers and freight at Elizabeth, from which a ferry crossing to the city could be made. By the early 1780s, competing Philadelphia lines offered departures from Philadelphia on Mondays, Wednesdays and Saturdays, still with a stopover in Princeton. A passenger on the line run by Edward Young and Ichabod Drummond could stay with the same line through to Elizabeth.<sup>48</sup> During these wartime years both lines declared that they would not carry prohibited or "run" goods [i.e. goods that had come through the British blockade] or sealed letters, except those addressed to some officer of the United States. In 1783, another Philadelphia company joined, providing through service from Philadelphia to Elizabeth on Tuesdays.<sup>49</sup>

Despite Abraham Skillman's advertisement of a coach, most passengers still were jolted in what the advertisements for every other line called "waggon." Occasionally, passengers evidently had a choice. In 1785, Robert Hunter, Jr., a wealthy young Scotsman paid extra to ride in a coach. His servants and baggage went by wagon, as did over thirty other passengers on the line.<sup>50</sup> But the "Flying Machine," despite its name suggestive of speed and comfort, was a wagon or diligence. Johann David Schoepf, traveling in 1783, by which time the design can be assumed to have been improved, described it as "A diligence, known as the Flying Machine, makes daily trips between Philadelphia and New York, a distance of ninety miles in one day....The diligences are large wooden carts with light tops, neither convenient or neat, carrying ten or twelve passengers with luggage."<sup>51</sup> A water color by Paul Svinin, c. 1812, shows a somewhat coach-like body with springs, but definitely an open wagon with awning top. Probably there very few coaches in service. John Gulick, prominent in the business in the early 19th century, stored several vehicles related to

<sup>45</sup> *The Pennsylvania Journal*, 13 February and 29 May 1766, in *New Jersey Archives*, ser. 2, 25:25-26; 125; *New-York Gazette and Weekly Post Boy*, 14 ????1771, in *NJA* ser. 2, 27:139-160..

<sup>46</sup> *Pennsylvania Gazette*, 8 August 1771.

<sup>47</sup> *Ibid.*, 7 April 1773.

<sup>48</sup> *Ibid.*, 4 October and 1 November 1780, 17 January and 16 May 1781.

<sup>49</sup> *Ibid.*, 11 June 1783.

<sup>50</sup> Excerpt from L. B. Wright and Marion Tinling (eds.), *Quebec to Carolina in 1785-86; Being the Travel Diary and Observations of Robert Hunter, Jr.*, San Marino, CA (1953) in Miriam V. Studley, *Historic New Jersey Through Visitors' Eyes*, Princeton, New York, Toronto and London (1964), 47-52.

<sup>51</sup> Quoted in Benedict, *New Brunswick*, 301-302.

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staging on his farm near Kingston. The numbers varied, but at one point he had seven wagons and one coach, but at no time was there more than one.<sup>52</sup>

Charles Thomson, the secretary of Congress, described what then could be considered a relatively short trip from Philadelphia to Princeton, although it may have been shorter than the stage run because he probably was traveling by private carriage or on horseback.

By nine o'clock, the evening I left you, I arrived at Bristol,...Next day I started a little after three and was in the boat at Trenton ferry before Six. The ride thus far was exceedingly pleasant, the morning Serene, and the air cool and refreshing. At Trenton I shaved, washed and breakfasted & waited until eight in hopes of seeing Govr. Morris....As soon as I had breakfasted I set forward and travelling easy I arrived at Princeton at about eleven. I had a fine air in my face but the sun beams were excessively hot & scorching.<sup>53</sup>

By 1785, a new group of proprietors claimed that they could make the trip in one day — evidently a very long one. Their stage left Philadelphia Tuesdays at four o'clock in the morning. Rather than necessarily going to Perth Amboy, passengers could "go either by the way of Newark to Powles Hook, as the ferries are much shorter and safer, or by way of the Point [Elizabeth]."<sup>54</sup> Since Quartermaster Robert Stockton, a prominent local citizen, was one of the proprietors, this line undoubtedly ran through Princeton. It probably evolved into another line that advertised three years later. Stages left daily (except Sundays) in either direction from Philadelphia and Powles Hook at three o'clock in the morning. During the week, stages also left from Powles Hook at seven a.m. and Philadelphia at eight a.m. Because other prominent Princetonians, including John Gulick and John Cumming, as well as Stockton, were among the proprietors, this line undoubtedly ran through Kingston, Princeton, and Lawrenceville. They boasted that the "expedition, lowness of fare, and certainty of arrival, must convince the public that this route is preferable to the Amboy, as the journey is performed in half the time."<sup>55</sup> Probably there was a stop for a meal and/or change of horses in Princeton, because Gulick and Cumming also were part owners of the Nassau Inn.<sup>56</sup>

By the first years of the 19th century, the route had become so popular that it was feasible to issue a guide for travelers. It was illustrated by maps, showing one-mile intervals, towns, and intersections with their destinations. So

<sup>52</sup> Tax Ratables, Somerset County, Western Precinct [Montgomery Township], 1807-1820. New Jersey Division of Archives and Records Management [hereafter NJSA].

<sup>53</sup> Charles Thomson to Hannah Thomson, 30 June 1783, in *Congress at Princeton*, ed. by Eugene R. Sheridan and John Murrin, Princeton (1985), 3-4.

<sup>54</sup> *Pennsylvania Gazette*, 4 May 1785.

<sup>55</sup> *Ibid.*, 30 April and 2 July 1788.

<sup>56</sup> Hageman, *Princeton*, 2:45.

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popular was this *vade mecum*, that it went through two editions.<sup>57</sup> It reflects some improvement to the road, although specific only to an area east of Kingston, beyond the boundaries of this nomination.

*Rocky Hill*, commonly called "*the Devil's Feather Bed*," is between the forty sixth and forty seventh mile [from Philadelphia]. This hill was formerly very difficult and dangerous to pass, from the great numbers of massy stones promiscuously distributed on the surface; but, the state having directed the repair of public roads, this has received its share of improvement, and is now more convenient and easy to travel.<sup>58</sup>

The Kingston and Princeton Branch Turnpike

After the Trenton and New Brunswick Turnpike [Straight Turnpike, Brunswick Pike, Route 1] opened in 1804, the stage traffic, which had proved so lucrative to taverns and shops in Princeton and Kingston diminished. The Gulicks, a family with strong business interests in Kingston and Princeton, decided to remedy matters. Headed by Major John Gulick [1758-1828], a group of prominent Kingston and Princeton residents incorporated the Princeton and Kingston Branch Turnpike Company on 3 December, 1807. Gulick may have been particularly interested because he and a partner owned the Nassau Inn.<sup>59</sup> The map filed with the incorporation papers [Figures 12A and B] shows construction of a new straight road [the present Raymond Road], running from the straight turnpike to intersect the old road at the northeastern end of Kingston. It then more or less followed the King's Highway, straightening out some sharp bends, through the town of Princeton to just east of what is now Bayard Lane, where it branched off on a more direct, straighter route to Trenton [Mercer Street, Princeton Pike]. The charter called for a raised roadway at least 36' wide. [Turnpikes were authorized to have 44' right-of-ways.] It is unlikely that this ever occurred. When C. S. Sincerbeaux mapped the stretch from Harrison Street to Snowden Lane in 1910, the cartway was only 30', and there were then no shoulders.

Although the charter was granted in 1807, it is unlikely that construction of any sort was undertaken before between 1809 and 1811, when the company's minute book begins.<sup>60</sup> That year the company purchased land from property owners along the route, and also bought substantial amounts of gravel. From that time on, there were frequent bills for gravel and stone, and for scraping and unspecified repairs. The company also maintained the bridges, including the one over Harry's Brook and one "near Kingston," probably over a tributary of Heathcote Brook. Toll stations were peripatetic, with gates located at various times at the houses of different individuals. One of the first more or

<sup>57</sup> S.S. Moore and T.W. Jones, *The Traveller's Directory or a Pocket Companion, Shewing the Course of the Main Road from Philadelphia to New York*...Philadelphia (1802 and 1804).

<sup>58</sup> *Ibid.*, 24-25. The call to improve the highways is in New Jersey Laws (1798), Chap. 735, sec. 14.

<sup>59</sup> Secretary of State's Papers, NJSA.; Hageman, *Princeton*, 2:41.

<sup>60</sup> Princeton and Kingston Branch Turnpike, Minute Book, 1811-1828, Southard Papers, CO250, Box 138, Folder 9, Manuscript Division, Rare Books and Special Collections, Princeton University Library. All references to the turnpike, unless otherwise identified, come from this source.

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less permanent collection stations, set up in December 1812, was outside the project area, at the Princessville Inn in Lawrence Township, where Andrew Mershon was to keep a light burning at the door on dark nights, and one in the house all night. Other toll houses were built at unspecified locations; most appear to have been in Lawrence Township and Kingston. How effective toll collections were is uncertain; stage lines using this route ran monthly accounts, which for the most part have not survived.

The apogee of the Princeton and Kingston Branch Turnpike was the War of 1812, during which dividends were paid regularly. Good accommodation, with several well-established inns and taverns in Princeton and Kingston, also may have helped attract stage lines to this route even though it was longer than the competing turnpike. Princeton historian John Hageman refers to the increase in travel during the years [1812-1835] when John Joline kept the Nassau Inn. There were several competing lines, with as many as fifteen wagons or coaches starting off each way simultaneously. Improvements in vehicles made the journey more comfortable. "The old low coaches with door in the rear used at first, gave place to the handsome three seated coach, holding nine passengers within it and three on the top, and had doors to each side."<sup>61</sup> Joline's retirement coincided with the opening of the Delaware and Raritan Canal, which provided more convenient transportation for freight and more comfortable travel for passengers. These factors led to the decline of both staging and the Kingston and Princeton Branch Turnpike.

The era of the War of 1812 was also the height of freight passing through using the turnpike, as shown through the papers of William Gulick [1775-1865]. William, who was John Gulick's younger brother, was active in maintaining the turnpike, and also in operating one of the stage lines.<sup>62</sup> Because the British blockaded the ports of both New York and Philadelphia, goods had to be moved overland between the Delaware and Raritan Rivers. Some of the letters express concern about delays in the shipment of flour and corn meal from Philadelphia. Because Kingston was the Gulicks' home base that town may have superseded Princeton as the place to stop overnight and exchange horses. During his lifetime, John Gulick's farm, just west of the Millstone River, housed horses and vehicles associated with the staging business. In 1807 he owned forty-nine horses and five stage wagons. In 1816 there were seven stage wagons and one coach at this farm.<sup>63</sup> In the 1830s "49 stages, loaded with passengers between the two cities have halted here [Kingston] at the same time; when more than 400 harnessed horses were seen standing in front of the inn."<sup>64</sup>

But Princeton also continued to be a stopover. "The whole route was lined with stages day and night. The hotels were employed to the utmost of their capacity, in entertaining and feeding passengers and horses. Hundreds of

<sup>61</sup> Hageman, *Princeton*, 2:43.

<sup>62</sup> Correspondence and accounts related to William Gulick's business activities are in Gulick Family Papers, Box 1, Rare Books and Special Collections, Manuscript Division, Princeton University Library. Gulick also had interest in other stage lines serving Bordentown, Perth Amboy, and Cornwell, as well as in the New York and Philadelphia Steamboat Co. and the steamboat "William Penn."

<sup>63</sup> Tax Ratables, Western Precinct, Somerset County, NJSA.

<sup>64</sup> Thomas Gordon, *Gazetteer of New Jersey*, Trenton (1834), 165.

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horses could often be seen at one time in the streets, upon the arrival and departure of coaches."<sup>65</sup> [See Historic Photo 1].

These heady days ended, as noted above, with the opening of the Delaware and Raritan Canal. It is probable that even before that the turnpike was not entirely successful. The Act of Incorporation set the tolls, but exempted

...any person passing to or from public worship or to or from any mill to which he may resort for the grinding of grain for his family use, or horses, carriages, sleighs or sleds conveying persons to and from a funeral or any person passing to or from his common business, or from a farm, or any military man passing to or from any training or a muster day appointed by law, or any military officer or soldier passing or repassing when called to duty by the laws of the State or the United States.

In 1835 the company obtained authorization to issue more stock, and in 1857 was authorized to issue preferred stock.<sup>66</sup> It used the proceeds to make repairs. But a decline had begun that could not be halted. In 1849, the company had ceded to the Borough of Princeton and to the townships east of it, the route east of Steadman Street [Library Place].<sup>67</sup> By 1863, the company was bankrupt. In a foreclosure sale, after some complicated transactions, the franchise passed to John G. Stevens. Stevens, a principal in the United New Jersey Rail Road and Canal Company, conveyed these holdings to the company in 1883. By then it was a white elephant; ten years later, the company ceded the remainder of its holdings to the townships through which it passed.<sup>68</sup>

William Gulick, who had been so instrumental in the turnpike's early years, had turned to other activities in its years of decline. He succeeded his brother, John, as part owner of the Nassau Inn. In the early 1840s, he purchased and operated the Kingston Mill. Later, with two partners, he bought and developed what became Quarry, Green, and Jackson streets in Princeton Borough.<sup>69</sup> But it was profits from the stage coach business that enabled him to begin buying land in the 1820s, and to build the fine Greek Revival house at 696 Princeton-Kingston Road between 1830 and 1840.<sup>70</sup>

<sup>65</sup> Hageman, *Princeton*, 1:229.

<sup>66</sup> *Acts of the...General Assembly of the State of New Jersey* [hereafter *Acts*] (1834), 142-143

<sup>67</sup> *Acts* (1849), 86-87.

<sup>68</sup> Henry E. Hale, "Princeton and Kingston Branch Turnpike Road," *Proceedings of the New Jersey Historical Society*, 62, 1 (January 1944): 24-30. But the Princeton Township Committee did not accept the deed transferring the turnpike until 1903. See Princeton Township Committee Minutes [hereafter PTCM], 1901-1937, 239.

<sup>69</sup> Hageman, *Princeton*, 1:254, 260; Federal Writers' Project *Old Princeton's Neighbors*, Princeton (1939), 102-103.

<sup>70</sup> William Gulick bought several parcels, assembling a large farm. Although deeds for his purchases of land from Jacob Scudder and Matthew Van Dike exist, no deed for the land on which the house stands can be found. But Gulick appears in the 1830 U.S. Census in Kingston, and in Princeton township in the 1840 census.

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What were probably abortive attempts to establish another turnpike, carrying traffic through Lawrenceville, were made before and after the Civil War. The Lawrence Turnpike Company was authorized to issue stock in 1858 and to build a road 32' in width, 18' to be paved with stone, plank or gravel. Where it passed over low ground, the company was to provide "good and sufficient railing to be erected on the sides so as to prevent horses and carriages from running off." The act would be void if the road was not begun within three years and completed within six.<sup>71</sup> Evidently there was no construction, and, the charter having lapsed, fresh authorization was issued in 1866. This time the company was given three years to sell its stock and organize.<sup>72</sup> The organizers must have failed, for nothing further was heard of the company.

Late Nineteenth Century

Even after the Straight Turnpike opened, a certain amount of local commerce continued to use the King's Highway between New Brunswick and Trenton which, although longer, passed through important intermediate towns — Kingston, Princeton, and Lawrenceville.

By the last decade of the 19th century, a good system of public roads had been recognized as a responsibility of the state. The legislature passed a series of laws aimed at providing assistance in improving existing roads and expanding the network. Major road improvements began in the 1890s. In 1891 the New Jersey Legislature passed "An Act for the permanent improvement of public roads in this state." It offered financial aid to counties to macadamize roads or pave them with Telford or other stone, provided that plans and specifications were approved by the Commissioner of Agriculture. The purpose was to make the roads "at all seasons of the year firm, smooth and convenient for travel."<sup>73</sup> This law seems to have had little effect. By 1895, when the legislature passed a slightly new version of this law, with the same title, commonly known as the State Road Aid Law, a Commissioner of Roads had been appointed.<sup>74</sup> The purpose of these laws was to create a network of roads throughout the state. The state would supply one-third of the funds, although implementation still depended on the towns and counties. When a project was completed, it then became a county road.

The State Road Aid Law was intended in large part to benefit farmers bringing their goods to market, as witnessed by its first (largely ineffectual) administrative placement in the Department of Agriculture. But new forms of transportation also led to demands for improved roads, and the demands could not be handled by the Secretary of Agriculture. On 17 May, 1894, the legislature created the office of State Highway Commission. As the first official to hold the commissioner's position so presciently put it in his 1895 report.

<sup>71</sup> Acts (1858), 427-435.

<sup>72</sup> Acts (1866), 851-859.

<sup>73</sup> Acts (1891), 378-389.

<sup>74</sup> Acts (1895), 425-439.

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Four hundred thousand bicycles have been great factors in improving country roads, but horseless carriages promise to be equally potent or more powerful instruments in the same direction. Many varieties of these are being used with a wonderful success on the superior highways of France, and much talent and capital in this country is entering into their construction.

Gas, gasoline, hot and compressed air, electricity and petroleum are each being used as motive power, but petroleum motors seem to be in the lead. The cost of running them is said to be one half the cost of horses, less than one-half cent per mile.<sup>75</sup>

Mercer County moved quickly to take advantage of the act as amended in 1895, and began improvement in segments of the road connecting its two most populous centers, Trenton and Princeton. The first of these was outside the project area, the section running from Trenton to Lawrenceville.<sup>76</sup> The following year the four and three-quarter mile stretch from Franklin Corner Road to the Princeton Borough line was improved. The entire stretch was paved with eight inches of Telford and four of macadam. At Stony Brook, the grade of Bruere's Hill was reduced and a new bridge built over the swampy area at the foot of the hill. (For further description, see "Historic Appearance in section 7). These projects were planned by county engineers and, at their conclusion, the highway became a county road.

In addition to improvement of road alignments and surfacing, beautification through tree planting became a concern in the late 19th and early 20th centuries. This had practical as well as aesthetic purposes. While old dirt roads needed sunshine to dry them after rain, the new asphalt roads benefited from trees to cut glare, and to increase the efficacy of binding the cementing material with the gravel.

I have...noticed, where the surface of the stone road was a part of shaded avenues, there was little or no disintegrating, thus emphasizing the experience and practice of European road-builders that macadamized roads should be set with shade or fruit trees, thus employing the silent forces of nature to steadily provide what would require considerable outlay on the part of our freeholders, besides adding beauty to the landscape and pleasure and comfort to the traveler.<sup>77</sup>

As part of a beautification project for the Lincoln Highway, President Wilson came to Princeton in April 1916 and planted a tree in memory of Abraham Lincoln in Battle Monument Park.<sup>78</sup>

<sup>75</sup> *Report of the Commissioner of Public Roads* [hereafter RCPR] (1895), 17-18..

<sup>76</sup> An 1895 map of part of this section is in the Lawrence Township Room at the Mercer County Library.

<sup>77</sup> RCPR (1895), 9.

<sup>78</sup> *Princeton Packet*, 21 and 28 April 1916.

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The aims of the State Road Aid Act were ambitious. The proposal was to create a system of "continuous avenues." Improvements to the Trenton-Princeton-Kingston road were part of this plan. It was the most important of the three paved roads from Trenton that were envisaged. The others would lead respectively through Pennington, Hopewell, Blawenburg and Belle Mead to Somerville, and to Edinburgh, Cranbury and New Brunswick. Another network would lead from Kingston to Somerville and New Brunswick: As usual, the connections between farming districts and major urban centers were stressed. "These lines with laterals, will supply a large area with hard roads, leading from Trenton through good farming districts to the most important cities in the north, central and eastern portions of the State."<sup>79</sup>

But these ambitious schemes would have to await the 20th century. It was not until after passage of the Egan Road Act of 1916 that a true state highway system would begin to take form. And it was the improvements carried out after passage of that act that would largely be responsible for the present appearance of the roadway

The Lincoln Highway

In the dawn of auto travel, Carl G. Fisher, a promoter and entrepreneur launched an ambitious scheme. Owner of the Indianapolis Speedway, Fisher also was the founder of Prest-O-Lite, a manufacturer of carbide automobile headlights. In 1912, Fisher began to promote the concept of a transcontinental road that he first called the Coast-to-Coast Rock Highway. At first he was assiduous in seeking support for the highway. Later he would tire of it and go off to Florida to build and develop Miami Beach.

Fisher had no intention of constructing a paved transcontinental road. He planned to raise money for basic materials, which then would be allocated to counties, states, and towns, which would do the actual construction. Fisher sought funds for his scheme from manufacturers of automobiles and accessories. Although Henry Ford turned him down, others were enthusiastic, notably Henry B. Joy, president of the Packard Motor Car Company. Joy not only contributed money; he added a brilliant concept, naming the highway for Abraham Lincoln. In 1913, Joy and other Detroit businessmen formed the Lincoln Highway Association to promote the proposed road. Eventually the association would not only publicize the route, but publish maps and guide books.

The Lincoln Highway never was a highway in the modern sense of the word. Rather it was a collection of existing roads of vastly varying quality, sometimes connected by new construction, and sometimes, especially in the west, dwindling to tracks across the desert or plains. What unified it was a line on a map, the guide books published by the Lincoln Highway Association, and markers put up by communities along the route. Often these were as simple as

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<sup>79</sup> RCPR (1898), 40.

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stripes painted on telephone poles.<sup>80</sup> Usually these were red, white and blue, but the color could vary. In fact, on the 1923 drawings for road improvements, two such signs were noted along the Princeton-Lawrenceville Road, one at approximately 700' east of Quaker Bridge Road, the other at what is now mile 51.2 of Route 206. These were telephone poles marked with the letter "L" in brown paint.

In New Jersey, the Lincoln Highway followed a long-established and already improved route, the old post road through the state. Having crossed from New York by ferry, the traveler drove through the following cities and towns: Jersey City, Newark, Elizabeth, Rahway, Iselin, Menlo Park, Metuchen, Highland Park, New Brunswick, Franklin Park, Kingston, Princeton, Lawrenceville, and Trenton, where the highway crossed the Delaware River into Pennsylvania. The entire route was paved, with varying materials in cities and villages and macadam in between. Where houses were more than 100 feet apart, the speed limit was 25 miles per hour; it fell to 15 miles per hour in more densely populated sections.<sup>81</sup> The official guide book listed facilities in the towns and villages along the way. For the stretch from Kingston through Lawrenceville, the route through the towns was marked; both villages as well as Princeton had electric lights and telephone service. There were two hotels in Kingston, four in Princeton, and one in Lawrenceville. The motorist could also find supplies and help in case of a breakdown. There was one garage in Kingston, four in Princeton, and two in Lawrenceville. Points of interest also were noted: Washington's army's turnoff in Kingston, on the "narrow road" leading to Rocky Hill; Princeton University, Grover Cleveland's burial place, and Lake Carnegie in Princeton; and the Lawrenceville Academy [sic].<sup>82</sup>

Making the transcontinental journey by automobile obviously was not for the faint of heart. Even its promoters, the Lincoln Highway Association, warned that it was "by no means a good road for its entire distance, and in fact at many points the condition of the road depends entirely on the weather, and in wet weather will be found in very bad shape."<sup>83</sup> Travelers were advised to take sturdy clothing, including, of course goggles; replacement parts for the automobile and tires; oil, and a shovel.<sup>84</sup> The latter would be required for the frequent necessity of digging out from sand and mud.

By 1922, there were nine named transcontinental highways. The Pikes Peak Ocean-to-Ocean Highway followed the same route as the Lincoln Highway from New York to Philadelphia. But a change in the funding of road construction would alter the nature of the highway system. In 1916, Congress passed a Federal Aid Road Act. It appropriated \$75 million over five years to improve rural post roads. This not only marked federal participation in road improvement. It also presaged the expanded role of states in highway construction. The money was to be allocated to state highway departments to be matched 50/50, but to be spent as the states wished. The result was

<sup>80</sup> For the best overview of the Lincoln Highway, see Hokanson, Drake, *The Lincoln Highway: Main Street Across America*, Iowa City (1988).

<sup>81</sup> *The Complete Official Road Guide of the Lincoln Highway*, Detroit MI: The Lincoln Highway Association (1916), 41.

<sup>82</sup> *Ibid.*, 44-46.

<sup>83</sup> *Ibid.*, 39.

<sup>84</sup> *Ibid.*, 17-22.

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that, although roads were improved, they were not transformed into a coordinated network. This changed with the Federal Highway Act of 1921, which appropriated another \$75 million. This time, however, the states were obligated to spend the funds on primary roads, designed to create an interstate system.

By 1925, the federal government and state highway departments had agreed on plans for numbered highways. Federal east-west highways would bear even numbers in multiples of ten. North-south highways would be given odd numbers. All markers and signs for named highways were to be removed. The route along the east coast from Maine to Florida was designated U. S. Route 1. Thus that number was applied to the Lincoln Highway from Newark to Philadelphia.<sup>85</sup> Faced with these changes the Lincoln Highway Association ceased activity in 1927, with one exception. Despite the prohibition on signage for named highways, it received permission to mark the route in commemoration of Lincoln. The markers, installed in 1928, were small concrete posts. The letter "L" was cast in the square tops, and the post incorporated small bronze plaques with Lincoln's bust. Only ten or a dozen or so of these survive.<sup>86</sup> Thus, the post along the north side of this road has become a rarity.<sup>87</sup>

#### State and Federal Highway

In 1916, the State of New Jersey passed the so-called "Egan Road Act," creating a state highway system.<sup>88</sup> It established a State Highway Commission and thirteen state highways, of which the road from New Brunswick to Trenton was one. The act called for pavements "having a hard surface and of a durable character," and set minimum road widths. Its most important provision was that it called for the issuance of "State Highway Bonds," which would pay for the cost of improving existing road or constructing new ones.

The old post road from New Brunswick to Trenton became part of the state highway system as Route 13 in a somewhat piecemeal manner. Within the project area, the eastern Princeton Township section was taken over in 1913, while the Kingston section was taken over in 1917, and the Princeton Borough, Lawrence Township and western Princeton Township sections did not become a state road until 1920. These all were redesignated as Route 27 in 1927. In 1953, the part of the road running west from the intersection with Bayard Lane became U.S. Highway 206.<sup>89</sup>

Although superseded, especially for interstate traffic, first by Route 1 and then by the New Jersey Turnpike and Routes I-95 and I-295, the road has remained an important connector for central New Jersey cities and towns. With

<sup>85</sup> From Philadelphia west to Salt Lake City, the Lincoln Highway became U. S. Route 30. In 1929, when the Brunswick Pike was improved, the Route 1 designation from New Brunswick to Trenton was transferred to the straighter road.

<sup>86</sup> Hokanson, *Lincoln Highway*, 134. A few more have been identified since the book's publication.

<sup>87</sup> For information about the location of this marker, contact the New Jersey Historic Preservation Office.

<sup>88</sup> New Jersey Laws (1916), Chap. 285: 611-617.

<sup>89</sup> NJDOT Straight Line Diagrams.

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the exponential residential and commercial growth of the area it serves following World War II, the road has continued to carry a heavy volume of traffic into the second half of the 20th century and the beginning of the 21st..

**MILITARY SIGNIFICANCE**

The King's Highway was of strategic importance throughout the Revolutionary War period as a main link between the northern, middle Atlantic, and southern colonies. Had the British been able either to get control of the Hudson River or take New Jersey, they would have cut off the Americans' communication and the outcome of the war might have been different.

In October 1776, George Washington and his army, defeated in the Battle of Long Island, and driven out of lower Manhattan, were forced to cross the Hudson River.

During the next month they marched across New Jersey toward Pennsylvania, following the route of the King's Highway. By December 1, they had reached Princeton. The British followed, but at a more leisurely pace. Gen. William Howe, in charge of British operations, ordered his army to halt at New Brunswick, which gave the Americans the opportunity to continue westward, crossing the Delaware River into Pennsylvania. The British finally followed, but believed that, as was customary at the time, fighting would stop for the winter. They left scattered outposts along the stretch of road from Princeton to Trenton and to the south along the Delaware River. But the main body of the army under the command of Lt. Gen. Charles Cornwallis returned to headquarters in New York, where Cornwallis intended to embark for England.

On December 26, Washington made his strike at Trenton, capturing most of the Hessian garrison there, before returning to Pennsylvania. Informed of this, Cornwallis once more marched down the road, this time in some haste. He reached Trenton around sunset on January 2, 1777. A skirmish followed, after which Washington appeared to set up an encampment, but, by a ruse, slipped away during the night on a back road to Princeton. On the western outskirts of the town, he encountered part of the British rear guard, whom he defeated in a brief battle. By this time, Cornwallis was once more marching up the road toward Princeton and New Brunswick. Washington also swung across from the back road to the King's Highway, and headed for the northeast. He hoped to seize New Brunswick, where the British war chest was kept. But his men had marched all night, fought a battle and marched again. At the top of the hill in Kingston, he held a council of war with his officers, and decided to turn north toward Rocky Hill.

Having served as a route for both the American and British armies, the road, or at least that part of it from the western end of Princeton Borough through Lawrenceville, served the same purpose for the army of another nation. In 1781, French troops under General Rochambeau traversed the road on their way to the Battle of Yorktown.<sup>90</sup>

<sup>90</sup> They used only part of the road, coming south along the Millstone River, crossing the river at Rocky Hill, and then coming down what is now Mount Lucas Road. From Princeton westward, however, they followed the King's Highway.

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[Figures 9 and 10] Meanwhile, Washington, marching south from Chatham, was following a different route. The army would travel in two columns, one by "Raritan landing," the other via Bound Brook. The two columns would join at Kingston.<sup>91</sup> On August 29th, Washington wrote to cartographer Simeon De Witt: "Sir: Immediately upon receipt of this you will begin to survey the road (if it has not been done already) to Princeton, thence (through Maiden head [Lawrenceville] to Trenton....I need not observe to you the necessity of noting Towns, Villages and remarkable Houses and places."<sup>92</sup> [See Figures 7 and 8.]

In addition to its strategic importance, the road was the site of maneuvers and some action.<sup>93</sup> Immediately after the Battle of Princeton, Washington ordered a detachment under Col. James Potter of the Pennsylvania militia to take up the wooden bridge over Stony Brook. Supported by artillery, they were to hold off the British as long as possible. Just as they completed the task, British units arrived, and because the bridge had been destroyed, were forced to ford the river. During this process, there was a brief skirmish, in which Potter was captured. The remaining Americans fled.<sup>94</sup> American troops also took up the deck of the bridge across the Millstone at Kingst.

<sup>91</sup> *The Writings of George Washington*, edited by John C. Fitzpatrick, Washington (1937), 23:60.

<sup>92</sup> *Ibid.*, 23:68-69.

<sup>93</sup> One of the most important of these took place in an area south of the district where the road crosses the Shabbakunk Creek. Here Pennsylvania troops under Col. Hand, ambushed the British column, and, in a sharp skirmish held them off for two hours. This delay was crucial to Washington's strategy, delaying the arrival of most of the British troops in Trenton until sunset. Unfortunately, the area no longer retains integrity of appearance.

<sup>94</sup> The best accounts of these events are in Alfred Hoyt Bill, *The Campaign of Princeton, 1776-1777*, Princeton (1948); Samuel Stelle Smith, *The Battle of Princeton*, Monmouth Beach, NJ (1967); and William Scudder Stryker, *The Battles of Trenton and Princeton*, Boston (1898).

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## POLITICAL SIGNIFICANCE

Revolutionary Period

During the Revolutionary War, the stretch from Trenton to Princeton continued to serve as the post road under the General Post Office, established in 1775. Because New York was occupied by the British during most of this period, the mail took a circuitous route: from Princeton to Morristown, to Hartford, Boston and Portsmouth. On 30 October 1783, while Congress sat in Princeton, James Martin, the post rider, arrived in the town where he was to spend the night. He and John Harrison the postmaster (for whom Harrison Street is named), left the room where the mailbag sat, and returned to find it gone. This caused some consternation in Congress, but not as much as had been felt when the mail had been stolen twice before during active hostilities.<sup>95</sup>

Because of its central location and easy access via the King's Highway, Princeton served as the meeting place for numerous governmental entities during the period of the Revolutionary War. In August of 1776, the first legislature under New Jersey's constitution convened at Princeton. According to tradition, this constitution, under which New Jersey would operate until 1844, was written at the home of Robert Stockton, which stood along the north side of the road at what is now mile 53.3 of Route 206. William Livingston was elected as governor, and delivered his first gubernatorial message to the legislature at Princeton on September 30. Although Livingston and the legislature fled when the British occupied Princeton in December 1776, they returned in January 1777. The town remained one of the seats of New Jersey's government until 1790.<sup>96</sup> The Council of Safety also met frequently in Princeton during this period.

In June 1783, the president and some members of the Continental Congress, fleeing mutinous troops in Philadelphia, traveled up the road to Princeton, accompanied by six wagonloads of papers. They remained until early November. The arrival of Congress did not affect the appearance of the road, but changed its ambiance. Ashbel Green, then a student and later president of the College of New Jersey, wrote to his father on July 5th, "From a little obscure village, we have become the capital of America. Instead of almost total silence in town, nothing is to be seen or heard but the passing and rattling of wagons, coaches, and chairs [chaises], the crying about of pine-apples, oranges, lemons and every luxurious article both foreign and domestic."<sup>97</sup> Indeed the taverns lining the road were full, and the shops stocked such items as imported silks and velvets, and silver knee buckles and gold chains, and the scene was

<sup>95</sup> Lucius Wilmerding, Jr., "The Great Princeton Mail Robbery," *Princeton History*, 2 (1977), 18-33.

<sup>96</sup> Alternatively the legislature met in Burlington.

<sup>97</sup> Quoted in Gary B. Nash, "...and Distinguished Guests": *The Continental Congress at Princeton*, Princeton (1962), 5.

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enlivened by Italian and Polish counts, French noblemen, and heroes of the Revolution, including Washington himself, John Paul Jones, Gen. Nathaniel Greene, and Baron Von Steuben.<sup>98</sup>

George Washington arrived to attend the sessions of the Continental Congress on August 23rd and remained until November 10. He did not, however, make his headquarters in Princeton, leasing instead Rockingham, the Berrien homestead in Rocky Hill and "commuting." His usual route seems to have been down Mount Lucas Road to Witherspoon Street. Alternatively, he and visitors to him at Rockingham could have traveled on a road that no longer exists, entering Kingston at either Church Street or Laurel Avenue, and then proceeding along the King's Highway to Princeton. What is certain is that Washington did travel the King's Highway in 1789 on his triumphal procession to New York for his inaugural. Like many other 18th-century travelers, he appears to have left the highway in Princeton, gone up Mount Lucas Road, and taken the Old Georgetown Road until it regained the highways. He was to be escorted by local mounted troops.

The plan of operation, we are told, is as follows. — The Philadelphia horse conduct him to Trenton — the Hunterdon horse to Rocky Hill — The Somerset horse to this place [New Brunswick] — the Middlesex horse to Woodbridge — and the Essex horse to the barge [in Elizabeth].<sup>99</sup>

During their stay in Princeton, the Congress provided for disbursement of the army, proffered official thanks to Washington, and received the first foreign diplomat assigned to the new country, Peter John Van Berckel of the Netherlands. They adjourned on November 4th, setting their next meeting for Annapolis.

#### County Boundary

On 15 March 1713/14 the legislature had determined that "the boundary line between Somerset and Middlesex counties shall be and begin where the road crosseth the river Raritan, at Inian's ferry, and run from thence along the said old road to Jedidiah Higgen's house, leading toward the falls of Delaware, so far as the eastern division of this province extends."<sup>100</sup> In 1765, the legislature ordered a survey to be made because the "line of the old road" was "very dubious by reason of persons altering the road." Although the survey was made, it is not clear that the county boundaries were altered as a result. In 1790, however, the road as it then ran was legally designated as the boundary.<sup>101</sup> When Mercer County was erected in 1838 this line became moot in Princeton Borough and Township; the road remains the boundary between South Brunswick Township, Middlesex County, and Franklin Township, Somerset County, in Kingston. (The "new" bridge at Kingston is entirely in Somerset County, with the dividing line

<sup>98</sup> Ibid., 11, 15.

<sup>99</sup> *Pennsylvania Gazette*, 15 April 1789.

<sup>100</sup> Quoted in John F. Snyder, *The Story of New Jersey's Civil Boundaries*, Trenton (1969), 32.

<sup>101</sup> Snyder, *Civil Boundaries*, 34

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still in the middle of the old, stone-arched bridge, up to its mid-point, which also is the boundary with Mercer County.)

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**BOUNDARY**

Mile post numbers cited in the following boundary description are derived from the 1998 straight-line diagrams prepared by the New Jersey Department of Transportation.

The boundary of the nominated King's Highway (Upper Road, Lincoln Highway) Historic District includes a ten-mile stretch of State Route 27 and U.S. Route 206 from the eastern end of the unincorporated village of Kingston to the western end of the unincorporated village of Lawrenceville. (Although the road actually runs from northeast to southwest, it is generally referred to as if it ran east-west.) To be more precise, the eastern boundary is the eastern edge of the intersection of Route 27 and Raymond Road at State Route 27, mile post 4.11 on; the western boundary is the center line of Franklin Corner and Lawrenceville-Pennington Roads at their junction with US Route 206 at mile post 48.31.

For most of its length the northern and southern boundaries have been determined by a 66' right-of-way. A long chain of legislative enactments dating back to the colonial period provides conflicting evidence about the right-of-way. Although a 99' right-of-way has been claimed, it has been so frequently encroached upon (particularly in the several densely populated historic districts that lie along its route) as to make it impractical as a boundary for the road. It is the intent of this nomination to place on the New Jersey and National Registers what generally is accepted as the public's easement on this highway. The 66' right-of-way is interpreted as 33' to either side of the center line, as established by work on the road in 1919 from the eastern border of the Borough of Princeton through Kingston, and in 1923/24 from the western border of the Borough of Princeton through Lawrenceville.

The boundaries exclude the bypass and existing bridge over the Delaware and Raritan Canal and Millstone River Route 27, mile post 3.0 and 3.2 on in Kingston, which was erected in the late 1960s. At this point, the boundaries diverge from the existing road to follow the historic route over the canal, Heathcote Brook, and the river. At another point where a new bridge has been built over the Shipetaukin Creek (also known as Eight Mile Run) on Route 206, the southern boundary diverges to the south at mile post 50.4 and follows the southeastern boundary of the old route (calculated as a 66' right-of-way) to its junction with Fackler Road. The boundary then proceeds along the east side of Fackler Road, crosses Fackler Road 50' to the south, encompassing a 33' right-of-way, and then proceeding 50' north along the west side of the road to the intersection. The boundary then follows the southwestern boundary of the old route, returning to Route 206 at mile post 50.3. These boundaries include the historic alignment of the King's Highway, the intersection with Fackler Road, and the iron bridge over the creek. Here, however, the route as revised in 1924 and the replacement bridge also are included within the boundary since they fall within the period of significance.

The boundary also extends 50' north or south beyond the highway right-of-way at the following historic intersections. The width of each of these diversions is based on the historic right-of-way of these roads, as stated in the road returns establishing them. Raymond Road, which was part of the Kingston & Princeton Branch Turnpike, and Laurel Avenue,

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the upper reaches of which were laid out by the turnpike company to connect with the Georgetown-Franklin Turnpike, are given the width legally assigned to turnpikes, 44'.

Town name	Street name	Location	Direction	Width
South Brunswick	Raymond Road	Rte. 27,mp 4.2	southeast	44'
Franklin	Laurel Avenue	Rte. 27,mp 3.45	north	44'
South Brunswick	Heathcote Brook Road	Rte. 27,mp 3.45	south	33'
Franklin	Church Street	Rte. 27,mp 3.32	north	33'
South Brunswick	Academy Street (Mapleton Road)	Rte. 27,mp 3.32	south	33'
Eastern Princeton Twshp.	River Road	Rte. 27,mp 3.01	north	33'
Princeton Borough	Harrison Street	Rte. 27,mp 1.06	south	45'
Princeton Borough	North Harrison Street	Rte. 27,mp 1.06	north	33'
Princeton Borough	Washington Road	Rte. 27,mp 0.4	south	45'
Princeton Borough	Witherspoon Street	Rte. 27,mp 0.26	north	66'
Princeton Borough	Bayard Lane	Rte. 27,mp 0.0 Rte. 206,mp 53.94	north	51' at intersec- tion, 33' beyond
Western Princeton Twshp.	Quaker Road	Rte. 206,mp 52.55	south	33'
Lawrence Twshp.	Carter Road	Rte. 206,mp 50.21	north	33'
Lawrence Twshp.	Fackler Rd.	Rte. 206,mp 50.32	south	33'
Lawrence Twshp.	Cold Soil Road	Rte. 206,mp 49.26	north	33'

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**Boundary Justification**

The boundaries were drawn to include the ten-mile stretch of one of the oldest major roads in New Jersey that has retained integrity of location, feeling and association. In general they enclose a route established by the eighteenth century. They therefore also include intersections with roads that existed in the eighteenth century or the first decade of the nineteenth. Because this is a road that has evolved over three centuries, there have been some alterations to adapt it to changing modes of transportation -- walking to horseback, to wagon and carriage, and finally to the automobile and trucks. The boundaries follow the course of the existing road as it was fixed within the last phase of the period of significance, the first half of the twentieth century.

The boundaries depart from the existing road to incorporate two features reflective of its early history, i.e. the wooden and stone bridges in Kingston and the iron bridge over Shipetaukin Creek. While at Kingston the new bridge, built later than the period of significance, has been excluded, at Shipetaukin Creek both the old and new bridges have been included in the boundaries. Built in 1924, the "new" bridge and stretch of roadway fall within the period of significance. Furthermore, the highway engineers followed local tradition and built an arched bridge faced with stone from a nearby quarry.

The King's Highway Historic district passes through eight districts listed on the New Jersey and National Registers of Historic Places: the Kingston Village Historic District, the Delaware and Raritan Canal Historic District, the Kingston Mill Historic District, the Lake Carnegie Historic District, the Jugtown Historic District, the Princeton Historic District, the Stony Brook Village/Princeton Battlefield Historic District (which includes the Stony Brook Bridge, a National Historic Landmark), and the Lawrence Township Historic District. The highway also abuts Drumthwacket, which is individually listed on the State and National Registers. Several National Historic Landmarks are located within districts along the highway, including: at Princeton University, Nassau Hall, the Joseph Henry House, and the President's House (Maclean House); Morven; and part of the campus of the Lawrenceville School.

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<u>#</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
5	18	532180	4469035
6	18	531390	4467760
7	18	530920	4467340
8	18	530190	4466820
9	18	528480	4466820
10	18	528480	4466230
11	18	527470	4465195
12	18	533700	4469930
13	18	527070	4464560
14	18	532170	4469118
15	18	524620	4461920
16	18	523835	4461620
17	18	522630	4460000
18	18	522630	4459760
19	18	522550	4459780
20	18	522540	4460010
21	18	523540	4461560
22	18	526550	4464470
23	18	528445	4466320
24	18	531160	4467665
25	18	527355	4464860

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## Historic Photographs

1. Inns along north side of Nassau Street, Princeton Borough, c. 1860
2. Nassau Street at University Place (then Railroad Ave.), c. 1915
3. Main Street Lawrenceville, before 1924
4. King's Highway and Carter Road, before 1924

## Current Photographs

(\* = Indicates photographs selected for inclusion with National Register form)

Photographer: Richard D. Smith

Negatives on deposit at the New Jersey State Historic Preservation Office, Trenton, NJ  
(Municipal location proceeds listings.)

Photo#/Route-Mile post	Description	view from, camera facing (based on assumption that road runs east-west)	Date/Negative #
<u>Kingston, South Brunswick Township, Middlesex County</u>			
1. 27-4.13	Raymond/27 intersection	n. sd., SE	12/20/99 6129-3A
<u>Kingston, Franklin Township, Somerset County</u>			
2.* 27-4.12	Raymond/27 intersection,	s. sd., NW	12/20/99 6129-0A
<u>Kingston, South Brunswick Township, Middlesex County</u>			
3. 27-4.11	West of 27/Raymond	n. sd., SW	6/6/99 4713-10
<u>Kingston, Franklin, Somerset Co./South Brunswick Township, Middlesex County</u>			
4. 27-3.90	Roadway	n. sd., SE	6/6/99 4713-6
5. 27-3.78	Roadway	n. sd., E	6/6/99 4713-5
6.* 27-3.78	Roadway	n. sd., W	6/6/99 4713-3
7. 27-3.65	"Bridge" over stream	s. sd., E	3/30/99 4496-19A
<u>Kingston, South Brunswick Township, Middlesex County</u>			
8. 27-3.64	Box culvert	s. sd., NE	2/9/00 6430-9
<u>Kingston, Franklin Township, Somerset County</u>			
9. 27-3.63	Main St., Kingston	s. sd., E	3/23/99 6241-8A
10.* 27-3.50	Kingston Presbyterian Church	s. sd., NW	4/24/99 4496-17A
<u>Kingston, South Brunswick, Township, Middlesex County</u>			
11. 27-3.45	Main St., Kingston	n. sd., SW	3/23/99 6241-5A

Photo#/Route-Mile post	Description	view from, camera facing (based on assumption that road runs east-west)	Date/Negative #
<u>Kingston, Franklin Township, Somerset County</u>			
12. 27-3.43	Main St., Kingston	s. sd., NW	3/23/99 6241-11A
<u>Kingston, South Brunswick Township, Middlesex County</u>			
13. 27-3.41	Heathcote Rd. Intersection	n. sd., E	3/23/99 6241-2A
<u>Kingston, Franklin Township, Somerset County</u>			
14.* 27-3.42	Main/Laurel/Heathcote int.	s. sd., NW	3/23/99 6241-13A
<u>Kingston, South Brunswick Township, Middlesex County</u>			
15.* 27-3.41	Gas pump shelter	n. sd., SW	3/30/99 4496-12A
<u>Kingston, Franklin Township, Somerset County</u>			
16. 27-3.42	Main St., Kingston,	s. sd., NW	3/23/99 6241-15A
<u>Kingston, South Brunswick Township, Middlesex County</u>			
17. 27-3.37	Main St., Kingston,	n. sd., SW	3/23/99 6241-17A
<u>Kingston, Franklin Township, Somerset County</u>			
18.* 27-3.32.	Academy/Church/27 int.	s. sd., NW	3/30/99 4496-9A
<u>Kingston, South Brunswick Township, Middlesex County</u>			
19. 27-3.32	Academy/Church/27 int.	n. sd., SW	3/30/99 4496-11A
<u>Kingston, Franklin/South Brunswick Townships, Middlesex/Somerset Counties</u>			
20. 27-3.29	Old 27/27 bypass int.	s. sd., E	3/30/99 4496-6A
21. 27-3.27	Old 27 canal bridge	s. sd., E	3/30/99 4496-4A
<u>Kingston, Franklin Township, Somerset County</u>			
22. 27-3.28	Old 27 canal bridge	s. sd., NE	2/9/99 6430-3
<u>Kingston, Franklin/South Brunswick Townships, Middlesex/Somerset Counties</u>			
23. 27-3.27	Old 27, railroad tracks	s. sd., N	3/23/99 6241-35A
<u>Kingston, Franklin Township, Somerset County</u>			
24.* 27-3.27	D&R Canal sign,	NW	3/23/99 6241-22A
<u>Kingston, South Brunswick Township, Middlesex County</u>			
25.* 27-3.28	Canal bridge w/ tender's house	n. sd., SW	3/23/99 6241-19A
26.* 27-3.27	RR crossing sign	s. sd., NE	3/23/99 6241-24A

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Photo#	Route-Mp	Description	view from, camera facing (based on assumption that road runs east-west)	Date/Negative #
<u>Kingston., Franklin/South Brunswick Townships, Middlesex /Somerset Counties</u>				
27.	27-3.15	Old 27, Heathcote Brook Bridge,	E	3/30/99 4496-3A
28.*	27-3.14	Heathcote Brook Bridge	NE	2/9/00 6430-2
<u>Franklin/South Brunswick/Princeton Townships, Multiple Counties</u>				
29.	27-3.10	Old 27, Millstone Bridge. & mill	W	3/30/99 4496-1A
<u>South Brunswick/Franklin/West Windsor /Princeton Townships Multiple Counties</u>				
30.	27-3.07	Millstone Bridge milestone	S	6/16/99 5085-7
<u>Franklin/Princeton Townships, Somerset/ Mercer Counties</u>				
31.*	27-3.08	Millstone River Bridge	n. sd., NW	12/8/99 6045-5
32.	27-3.08	Millstone River Bridge	n. sd., SW	12/8/99 6045-9
<u>Franklin Township, Somerset County</u>				
33.	27-3.20	27 bypass,	s. sd., W	3/30/99 4496-5A
<u>Princeton Township, Mercer County</u>				
34.*	27-3.01	27/River Rd. intersection	s. sd., NW	12/20/99 6129-5A
35.*	27-3.01	River Rd./Kingston Rd. sign	NE	3/23/99 6241-27A
36.	27-2.91	1091 Princeton-Kingston Rd.	n. sd., NE	3/23/99 6241-29A
37.	27-2.91	Princeton-Kingston Rd.	n. sd., SW	3/23/99 6241-32A
38.	27-2.91	1082 Princeton-Kingston Rd.	n. sd., NE	3/23/99 6241-30A
39.	27-2.90	old gate posts	s. sd., SW	2/9/00 6430-11
40.	27-2.80	Roadway	n. sd., E	6/6/99 4713-1
41.*	27-2.75	At 1000 Princeton-Kingston	s. sd., E	6/6/99 5084-18A
42.	27-2.70	27 w/ Carnegie Lake	n. sd., SW	4/24/99 4495-33A
43.*	27-2.55	27 w/ Carnegie Lake	n. sd., SE	4/24/99 4495-31A
44.	27-2.43	W. of Carnegie Lake	n. sd., SE	4/24/99 4495-28A
45.*	27-2.36	Harry's Brook Bridge	SE	12/8/99 6045-12
46.	27-2.36	Harry's Brook Bridge	s. sd., NE	4/24/99 4495-20A
47.	27-2.34	Harry's Brook Bridge	s. sd., W	4/24/99 4495-22A
48.	27-2.36	Harry's Brook Bridge	n. sd., SE	12/8/99 6045-16
49.	27-2.30	W. of Harry's Brook	n. sd., W	4/24/99 4495-18A
50.	27-2.29	Roadway	n. sd., W	6/6/99 5084-22A
51.	27-2.22	At 732 Princeton-Kingston Rd	n. sd., SE	4/24/99 4495-16A
52.*	27-2.05	At 706 Princeton-Kingston Rd	n. sd., W	6/6/99 5084-23A
53.	27-1.90	27/Roper Rd. intersection	n. sd., SW	2/9/00 6430-13A
54.	27-1.80	Roadway	n. sd., W	6/6/99 5084-26A

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Photo#	Route-mp	Description	view from, camera facing (based on assumption that road runs east-west)	Date/Negative #
55.	27-1.78	Roadway	n. sd., E	4/24/99 4495-10A
56.	27-1.74	27/Locust Lane intersection	n. sd., E	4/24/99 4495-8A
57.	27-1.55	Roadway	n. sd., SE	4/24/99 4495-4A
58.*	27-1.42	27/Riverside/Snowden int.	N. sd., SE	12/20/99 6047-0
59.	27.142	Old Princeton prep. gate post	n. sd., NE	12/20/29 6129-11A
<u>Princeton Borough, Mercer County</u>				
60.	27-1.40	At 457 Nassau St.	s. sd., W	12/20/99 6129-12A
61.	27-1.37	Nassau St., e. Harriet Dr.	n. sd., W	6/6/99 5084-28A
62.	27-1.33	Nassau w/ Harriet Dr.	s. sd., NW	12/20/99 6129-15A
63.	27-1.28	Nassau w/ Cedar Ln.	n. sd., SW	12/20/99 6129-17A
64.	27-1.16	Nassau/Wilton Sts. signpost	NE	12/20/99 6129-3A
65.	27-1.10	Nassau/Markham intersection	s. sd., NE	12/20/99 6129-29A
66.*	27-1.04	Nassau w. of Markham	n. sd., SW	12/20/99 6129-28A
67.	27-1.05	Nassau/Harrison intersection	s. sd., NE	3/23/99 6242-5A
68.	27-1.05	Nassau/Harrison intersection	n. sd., SE	3/23/99 6242-7A
69.*	27-1.05	Nassau/Harrison intersection	s. sd., NW	12/20/99 6129-25A
70.	27-1.05	Nassau/Harrison intersection	n. sd., SW	12/20/99 6242-9A
71.	27-1.00	Nassau/Evelyn Place int.	n. sd., SE	12/20/99 6129-22A
72.	27-1.03	Nassau, w. of Harison.	n. sd., SW	3/23/99 6242-10A
73.*	27-0.91	Bluestone curb/mounting block	n. sd., NE	3/23/99 6242-13A
74.	27-0.91	Cobblestone driveway	n. sd., W	3/23/99 6242-14A
75.*	27-0.91	Nassau/Princeton Ave int.	s. sd., NW	3/23/99 6242-15A
76.	27-0.85	Nassau at Maple	s. sd., NW	3/23/99 6242-17A
77.	27-0.82	Nassau/Linden Lanw int.	s. sd., NW	3/23/99 6242-20A
78.*	27-0.80	Nassau/Maple w. of Murray Pl	s. sd., E	3/23/99 6242-21A
79.	27-0.76	At 244 Nassau	s. sd., NW	3/23/99 6242-22A
80.	27-0.66	Nassau/Olden/Chestnut int.	s. sd., E	3/23/99 6242-23A
81.*	27-0.65	Nassau w. of Moran St.	n. sd., SW	3/23/99 6242-25A
82.	27-0.60	Nassau w/ St. Paul's Church	s. sd., NW	12/20/99 6129-31A
83.	27-0.56	Nassau/Washington Road int.	s. sd., NE	3/2399 4792-14
86.	27-0.40	Nassau/Washington historic marker	S	6/6/99 5084-35A
87.	27-0.40	Washington Army route marker closeup		6/6/99 5084-33A
88.	27-0.40	Nassau/Washington/Vandeventer	s. sd., NW	12/8/99 6047-4
89.	27-0.39	stone curb Nassau/Washington,	s. sd., E	3/23/99 6242-30A
90.	27-0.39	Nassau/Vandeventer	n. sd., W	12/8/99 6047-2
91.*	27-0.37	Nassau/Washington int.	s. sd., NW	3/23/99 6242-29A
92.	27-0.37	Nassau bluestone curbing	s. sd	3/23/99 6242-31A

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Photo#	Route-mp	Description	view from, camera facing (based on assumption that road runs east-west)	Date/Negative #
93.*	27-0.30	horse trough/fountain	s. sd., NE	12/8/99 6047-6
94.	27-0.26	FitzRandolph Gateway	s. sd., SE	3/23/99 4792-11
95.	27-0.26	Public Service street light	s. sd., NE	6/15/99 5083-5
96.	27-0.26	Street light base, closeup		6/15/99 5083-1
97.*	27-0.26	Nassau/Witherspoon int.	s. sd., NE	3/23/99 4792-9
98.	27-0.26	Nassau/Witherspoon int.	s. sd., NW	4/19/00 6966-2
99.*	27.0.20	Palmer Square	s. sd., NW	3/23/99 4792-7
100.	27-0.19	Palmer Square	s. sd., N	12/20/99 6130-31
101.	27-0.21	Nassau Presbyterian	s. sd., SW	12/20/99 6130-34
102.	27-0.10	Nassau/Chambers intersection	s. sd., NE	12/8/99 6047-8
103.	27-0.05	Holder Hall	n. sd., SE	12/8/99 6047-9
104.	27-0.05	Nassau/Bank St. int.	s. sd., NE	3/23/99 4792-1
105.	27-0.07	University Pl. intersection	s. sd., E	12/20/99 6130-35
106.	27-0.05	French Market closeup	s. sd., SW	2/9/00 6430-19
107.	27-0.06	Mercer St. intersection	n. sd., S	4/19/00 6966-7
108.	27-0.04	War Memorial	s. sd., W	12/8/99 6047-31
109.	206-53.94	Nassau/Bayard/Stockton	n. sd., NE	12/8/99 6047-18
110.	27-0.00	Palmer house brick gate	n. sd., NE	2/9/00 6430-16
111.*	27-0.01	Nassau/Bayard/Stockton	n. sd., W	12/8/99 6047-14
112.	206-53.	Battle monument	NW	6/15/99 5083-8
113.	206-53.80	Catalpa stump marker collar n	n. sd., E	12/20/99 6130-1
114.*	206-53.84	Trinity church fence	s. sd., W	12/9/99 6047-23
115.	206-53.78	Morven gate and fence, (replaced in 2000)	n. sd., NW	12/8/99 6047-21
116.	206-53.76	Stockton St., e./Library Pl.	n. sd., SW	6/15/99 5083-17
117.	206-53.	72 Stockton/Library Pl. int.	s. sd., E	6/15/99 5083-30
118.	206-53.68	Stockton/Edgehill int.	s. sd., W	6/15/99 5083-19
119.	206-53.59	Stockton/Campbelton int.	n. sd., W	6/15/99 5083-24
120.	206-53.57	Public Service street light	n. sd., SE	6/15/99 5083-21
121.	206-53.54	Stockton e. of Hibben	s. sd., E	6/15/99 5083-28
122.	206-53.46	At 150 Stockton	n. sd., SW	2/9/00 6430-20
123.*	206-53.	40 Stockton/Elm intersection	n. sd., W	6/15/99 5083-26
124.	206-53.31	Stockton/Lovers Lane int.	s. sd., E	6/15/99 5083-31

Princeton Township, Mercer County

125.	206-53.22	Drumthwacket entrance	n. sd., SW	12/8/99 6046-8
126.	206-53.15 T	Thomas Olden house/stone wall	n. sd., SE	12/8/99 6046-6
127.	206-52.97	Stockton/Edgerstoune int.	s. sd., NW	12/8/99 6046-4

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Photo#	Route-mp	Description	view from, camera facing (based on assumption that road runs east-west)	Date/Negative #
128.	206-52.95	Old marker (no plaque)	s. sd., SE	12/8/99 6046-2
129.*	206-52.87	Stockton/dry stone wall	s. sd., E	12/8/99 6130-7
130.	206-52.76	Stony Brook Village HD	s. sd., NW	12/20/99 6130-9
131.*	206-52.65	Stony Brook Village HD	s. sd., E	12/20/99 6130-7
132.	206-52.60	Stony Brook Village HD	s. sd., NE	12/20/99 6130-11
133.*	206-52.55	Stockton/Quakerbridge Rd.int.	n. sd., W	6/6/99 6046-11
134.	206-52.54	Stony Brook Bridge	s. sd., W	6/6/99 5084-11A
135.	206-52.53	Stony Brook Bridge milestone	s. sd., S	6/16/99 5085-8
136.*	206-52.53	Stony Brook Bridge	N	6/6/99 6045-20
137.	206-52.52	Stony Brook Bridge	S	12/8/99 6045-25
138.	206-52.51	Worth's mill ruin	s. sd., NW	12/20/99 6130-30
139.	206-52.49	"causeway" bridge	s. sd., E	6/6/99 5084-9A
140.*	206-52.49	"causeway" bridge	N	6/6/99 6045-31
141.	206-52.49	"causeway" bridge	NW	6/6/99 6045-28
142.	206-52.40	Bruere's hill	s. sd., E	6/6/99 5084-8A
143.	206-52.40	Bruere's hill	s. sd., W	6/6/99 5084-6A
144.*	206-52.35	Bruere's hill	mid-road, E	12/20/99 6130-28
145.	206-52.30	At Jasna Polana	n. sd., E	6/6/99 5084-3A
146.*	206-52.25	At Jasna Polana, allée	mid-road, E	6/6/99 5084-2A
147.	206-52.20	Roadway	n. sd., E	6/6/99 5084-0A
148.	206-52.10	Roadway	n. sd., E	6/6/99 4712-35

Princeton Township/Lawrence Township, Mercer County

149.	206-51.57	Lawrence/Princeton line	n. sd., E	6/6/99 4712-33
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Lawrence Township, Mercer County

150.	206-51.50	Roadway	n. sd., W	6/6/99 4712-31
151.	206-51.40	At Peterson's Nursery	n. sd., SE	6/6/99 4712-30
152.*	206-51.30	206/Province Line int.	n. sd., S	12/20/99 6130-28
153.	206-51.25	Roadway	s. sd., E	6/6/99 4712-28
154.	206-51.20	B-M Squibb entry	s. sd., NW	12/8/99 6046-15
155.	206-50.85	Roadway	s. sd., NE	6/6/99 4712-25
156.	206-50.65	Lanning House	s. sd., NW	12/8/99 6046-28
157.	206-50.50	Roadway	n. sd., E	6/6/99 4712-13
158.	206-50.45	Lawrence HDist. sign	n. sd., W	12/8/99 6046-34
159.*	206-50.35	Old 206/realignment int.	n. sd., W	2/9/00 6430-26
160.	206-50.35	Phillips tavern, old 206	n. sd., S	12/8/99 6046-25
161.	206-50.30	Fackler Road iron bridge	NW	6/16/99 5085-1
162.*	206-50.30	Fackler Road iron bridge	SW	2/9/00 6430-24

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163.	206-50.25	Old 206 at Fackler w/ bridge	SE	6/6/99 4712-10
164.	206-50.32	Approach to Shipetaukin	n. sd., SW	12/8/99 6046-23
165.*	206-50.32	Shipetaukin Creek bridge	N	12/8/99 6046-17
166.	206-50.27	Shipetaukin Creek bridge	s. sd., E	6/6/99 4712-17
167.*	206-50.25	Woods nr. Fackler w. trace of old road	W	2/9/00 6696-20
168.*	206-50.20	206/Carter Rd. intersection	s. sd., NE	12/8/99 6046-19
169.	206-50.22	206/Carter intersection	s. sd., NW	12/8/99 6046-21
170.*	206-49.80	Farm w. of Carter	n. sd., SE	6/6/99 4712-5
171.	206-49.60	Stone house w. sycamore	n. sd., SW	6/6/99 4712-3
172.	206-49.45	Cemetery w/ walls & pines	s. sd., NW	12/20/99 6130-22
173.	206-49.35	Roadway	n. sd., E	6/6/99 4713-31
174.	206-49.30	Roadway	s. sd., E	6/6/99 4713-33
175.*	206-49.28	Roadway	n. sd., E	6/6/99 4713-28
176.*	206-49.24	206/Cold Soil Rd. int.	s. sd., NE	12/8/99 6046-31
177.	206-49.20	Main St., Lawrenceville	n. sd., E	6/6/99 4713-27
178.	206-49.15	Main St., Lawrenceville	s. sd., NE	2/9/00 6430-30
179.	206-49.10	L'ville School golf course	n. sd., SE	3/30/99 4496-32A
180.*	206-49.07	Main St., Lawrenceville	s. sd., E	3/23/99 6242-33A
181.	206-49.05	Main St., Lawrenceville	s. sd., NE	3/23/99 6242-32A
182.*	206-48.95	Lawrenceville Pres. Church	n. sd., SE	3/30/99 4496-29A
183.*	206-48.96	Main St/Gordon Ave int.	s. sd., NW	3/23/99 6242-35A
184.	206-48.90	Main St., Lawrenceville	n. sd., SW	2/9/00 6430-29
185.	206-48.83	Hamill House,L'ville School	n. sd., SW	2/9/00 6430-28
186.*	206-48.85	Public Service street light	s. sd., E	2/9/00 6696-11
187.	206-48.80	Main St./Craven int.	n. sd., W	2/9/00 6696-13
188.*	206-48.76	Main St., Lawrenceville	n. sd., W	6/6/99 4713-27
189.	206-48.70	Main St., Lawrenceville	n. sd., SE	6/6/99 4713-25
190.	206-48.70	Main St., Lawrenceville	n. sd., SW	6/6/99 4713-21
191.*	206-48.65	Main St., Lawrenceville	n. sd., SE	6/6/99 4713-19
192.	206-48.60	Main St., Lawrenceville	s. sd., NE	6/6/99 4713-16
193.	206-48.55	Box culvert	n. sd., SW	2/9/00 6430-27 194.
194.	206-48.50	Main St., Lawrenceville	n. sd., E	3/30/99 4496-23A
195.	206-48.47	Hendrickson Homestead	s. sd., N	12/20/99 6130-25
196.	206-48.40	Main St., Lawrenceville	n. sd., E	3/30/99 4496-22A
197.	206-48.35	Main/Hendrickson/Monroe	n. sd., W	4/22/00 0-6
198.*	206-48.31	Main/Franklin Corner Rd.	n. sd., SE	3/30/99 4496-21A

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National Park Service**

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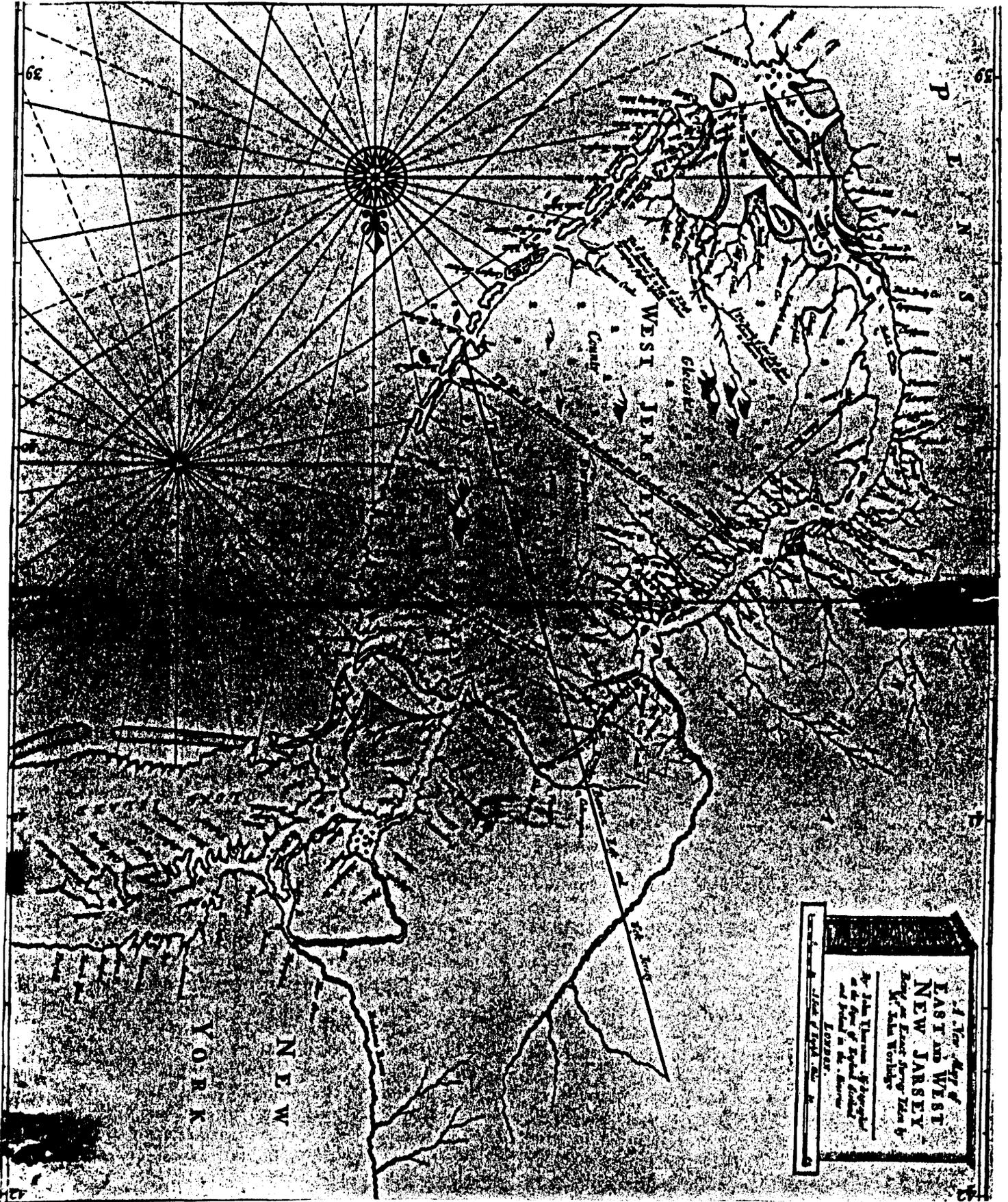
Section number \_\_\_\_\_ Page \_\_\_\_\_

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See separate information sheet

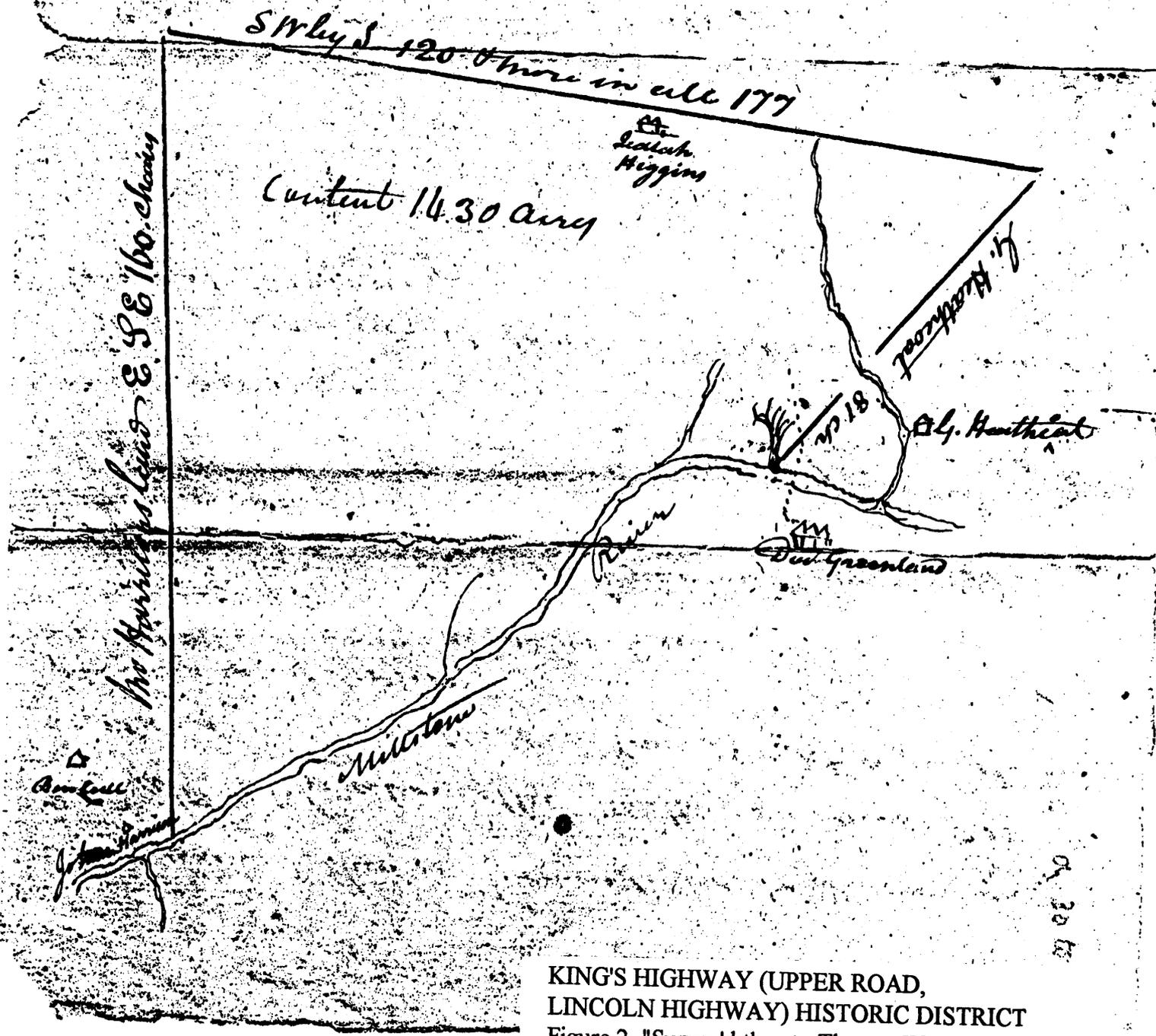
199.\* 18th or early 19th-century mileage marker  
200.\* Lincoln Highway marker

12/20/99 6130-16  
6/6/99 5084-20

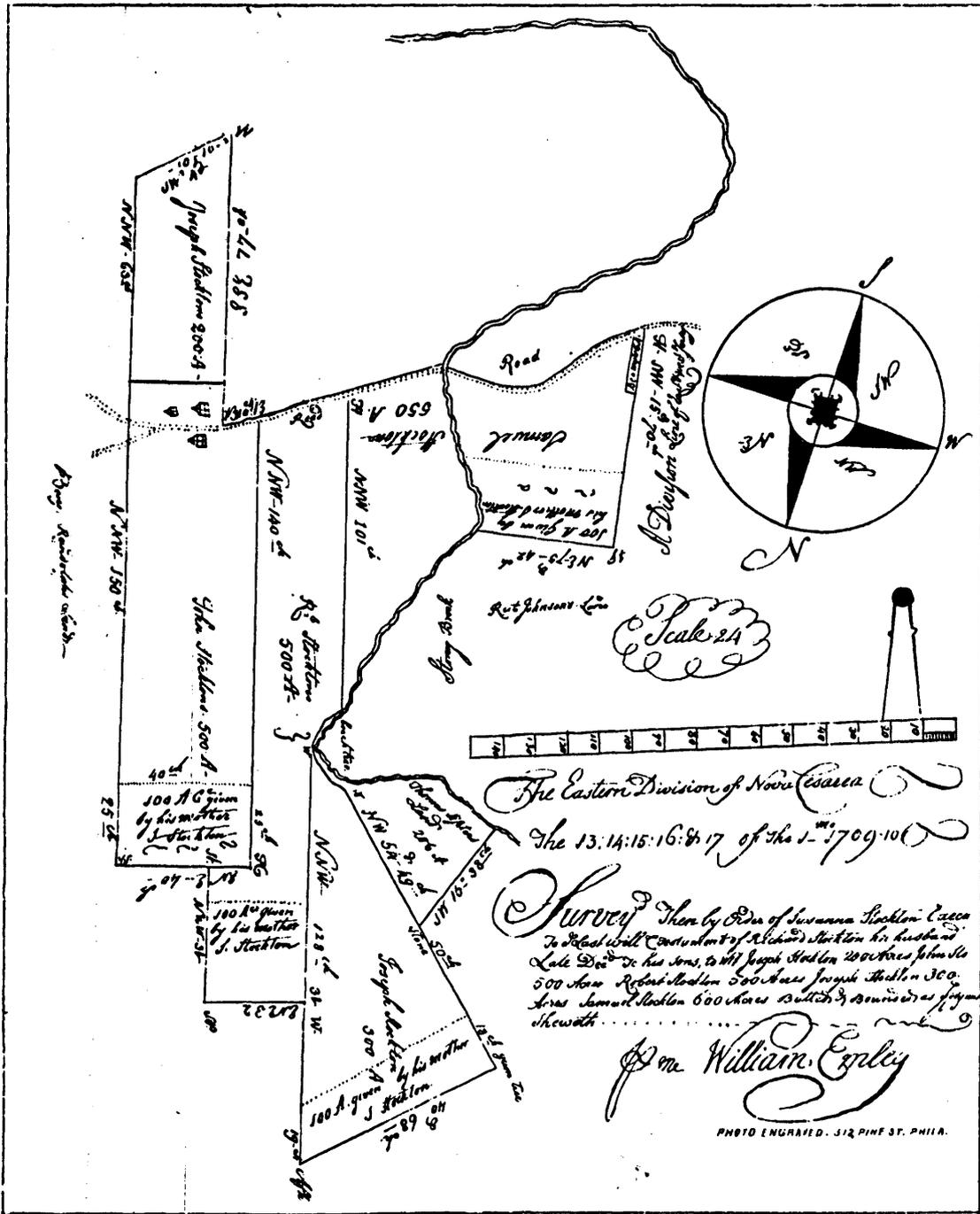


KING'S HIGHWAY (UPPER ROAD,  
 LINCOLN HIGHWAY) HISTORIC DISTRICT  
 Figure 1. Map drawn by John Worlidge between  
 1698 and 1700. Road shown as "The Road from  
 York to Delaware Falls."

And theye from the same N & E 81 Chain to said Heath  
 coats corner lies on said Millstone river  
 thence the several courses of said River downward  
 to first Beginning

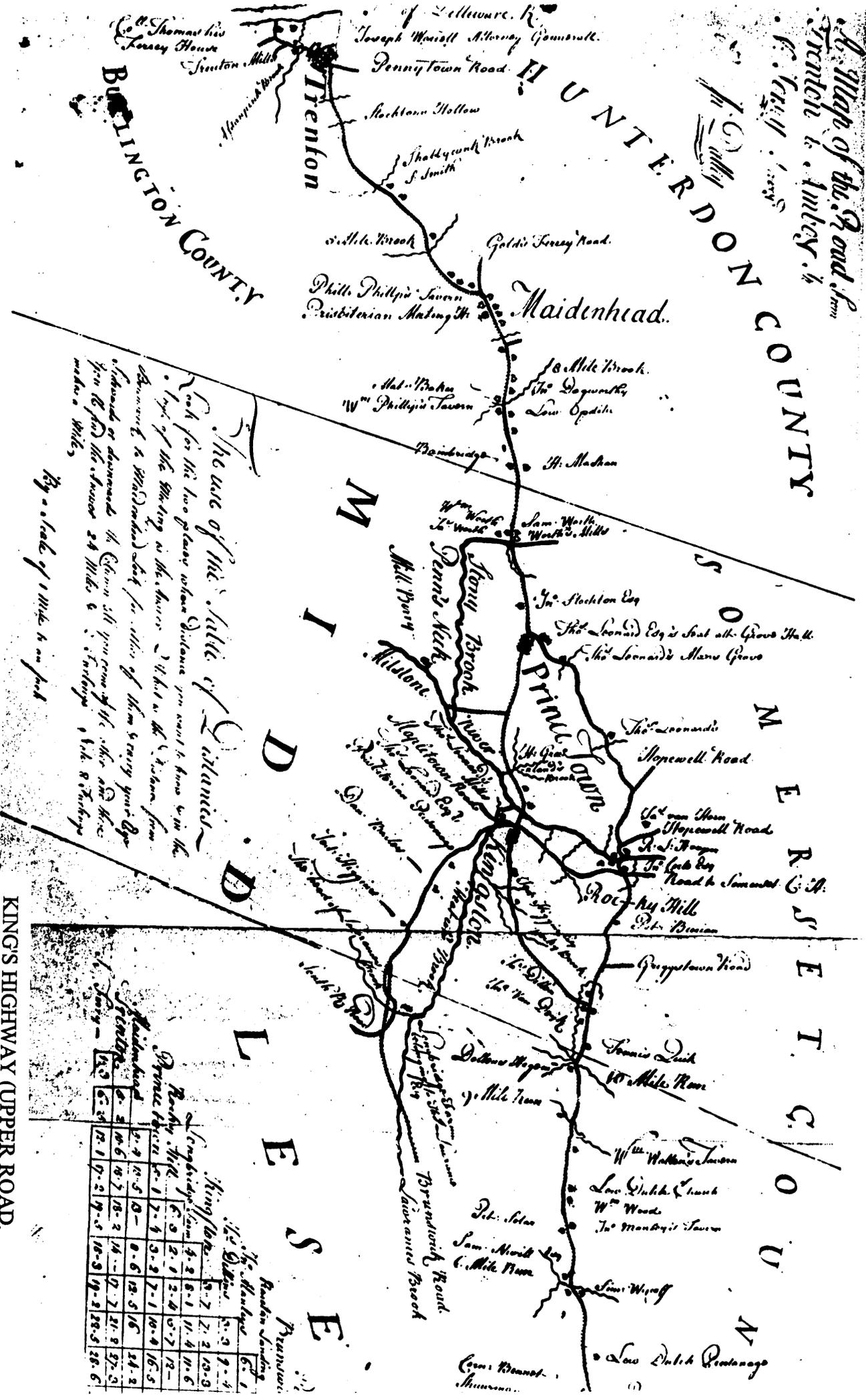


KING'S HIGHWAY (UPPER ROAD,  
 LINCOLN HIGHWAY) HISTORIC DISTRICT  
 Figure 2. "Survey'd then to Thomas Watson 29  
 and 30. 3rd Mo., 1702. Historical Society of  
 Princeton.



KING'S HIGHWAY (UPPER ROAD,  
 LINCOLN HIGHWAY) HISTORIC DISTRICT  
 Figure 3. William Emley. "Surv'd Then by  
 order of Susanna Stockton." 1709/10.  
 Mid-19th century copy with houses added.

A Map of the Road from  
Trenton to Amboy.

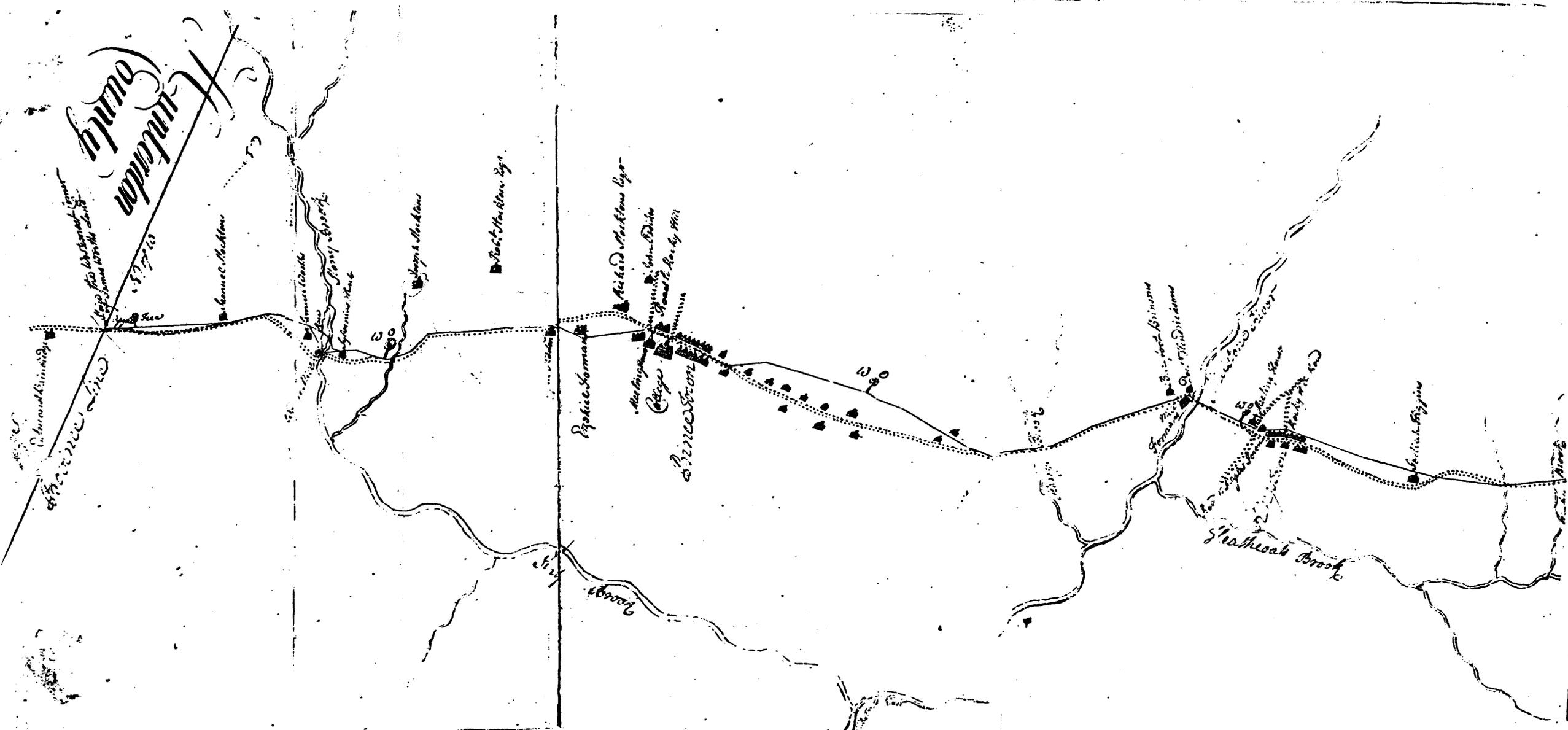


The use of the Middle of Distances  
 took for the two places where Distances are now to be made in the  
 Dept. of the Survey is the above. What is the Distance from  
 Trenton to Maidenhead about 40 Miles of them being very good  
 & towards the distance to Princeton 40 per cent of the above and there  
 you will find the houses at Middlesex & Somersy 18 & 80  
 miles.

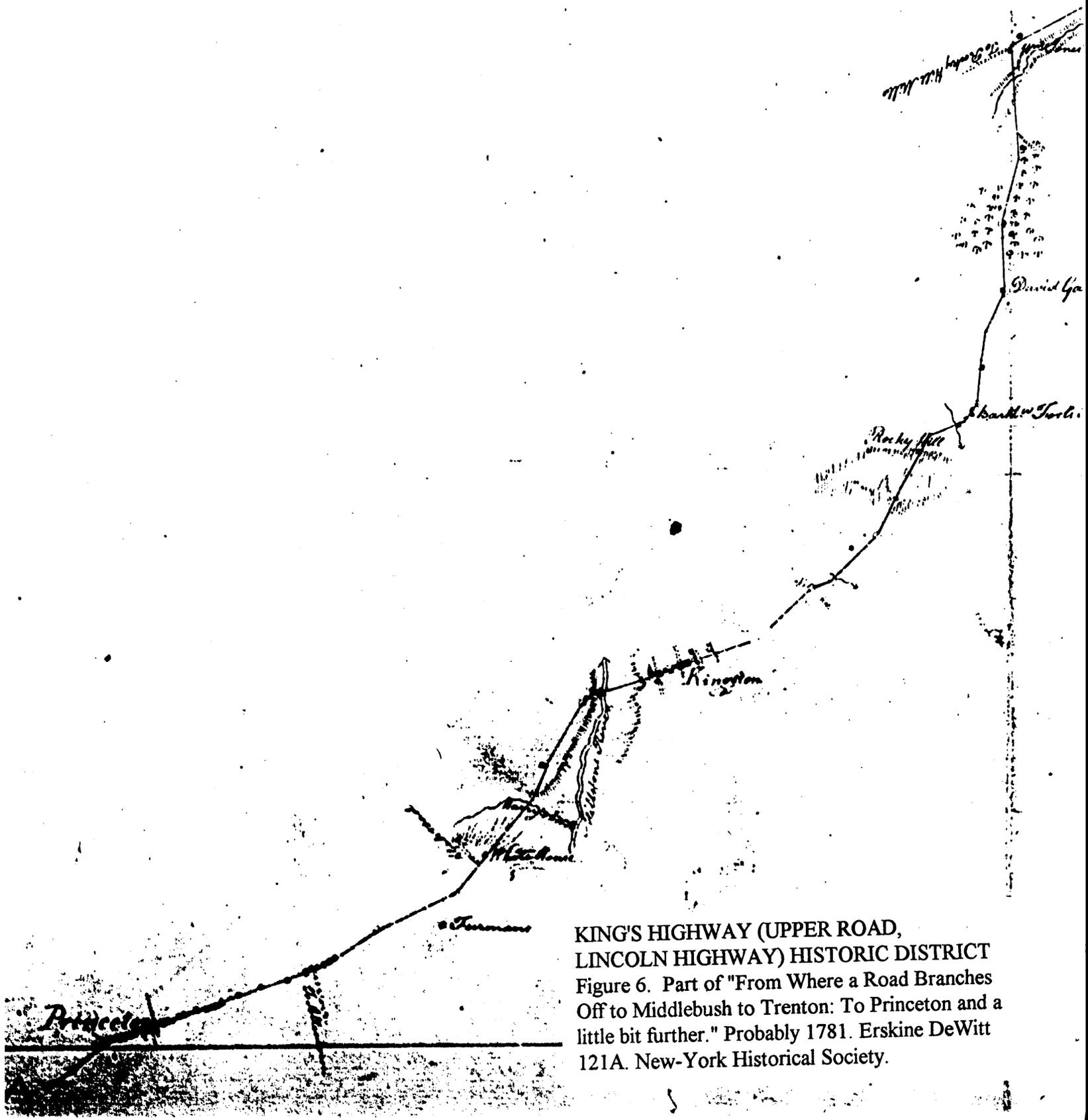
By a scale of 1 mile to an inch

Distance	6.5	7.5	8.5	9.5	10.5	11.5	12.5	13.5	14.5	15.5	16.5	17.5	18.5	19.5	20.5
King's Gate		0.5	1.5	2.5	3.5	4.5	5.5	6.5	7.5	8.5	9.5	10.5	11.5	12.5	13.5
Princeton		1.5	2.5	3.5	4.5	5.5	6.5	7.5	8.5	9.5	10.5	11.5	12.5	13.5	14.5
King's Gate		2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0
Princeton		3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0
King's Gate		4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0
Princeton		5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0
King's Gate		6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0	19.0
Princeton		7.0	8.0	9.0	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0	19.0	20.0

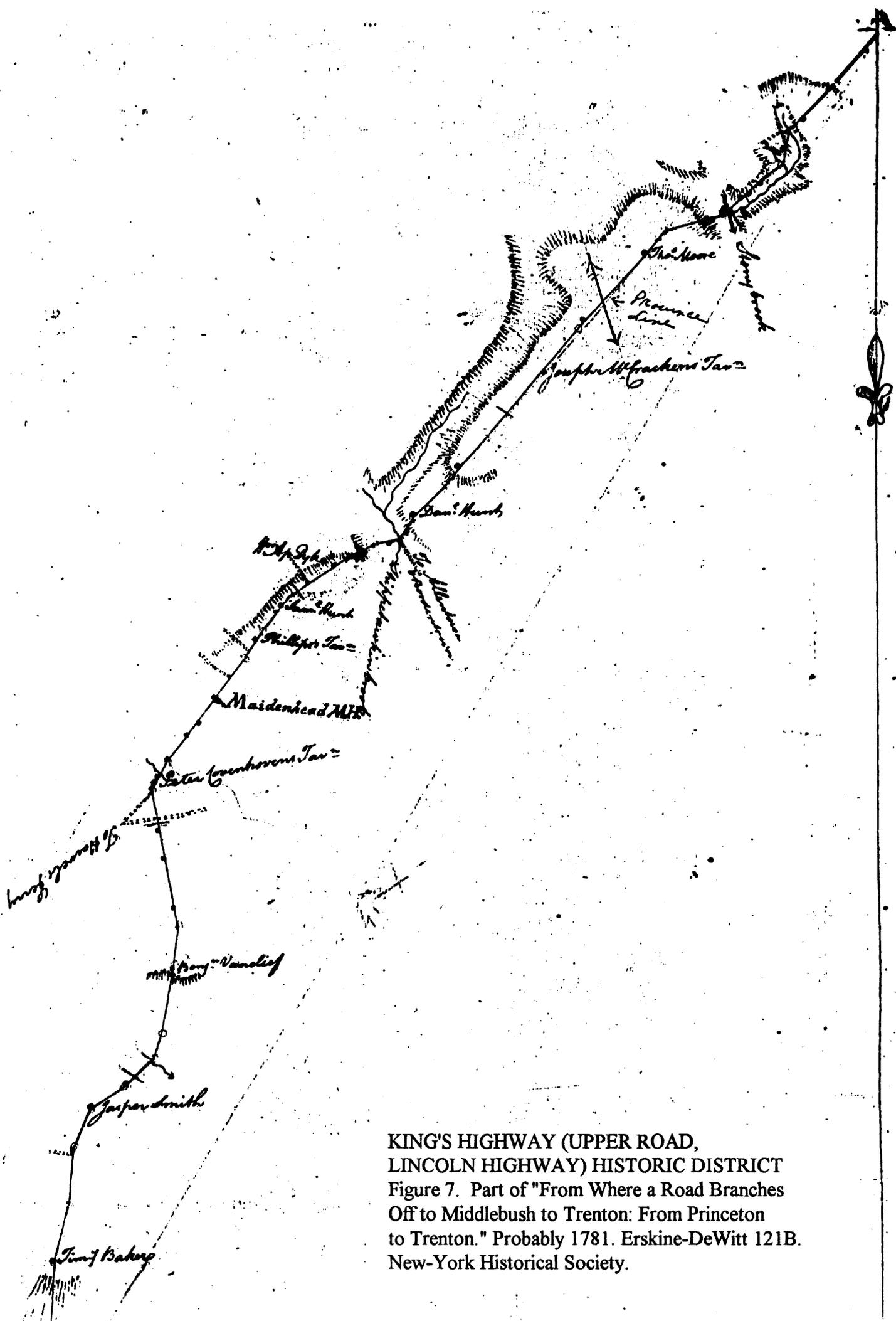
KING'S HIGHWAY (UPPER ROAD),  
 LINCOLN HIGHWAY) HISTORIC DISTRICT  
 Figure 4. John Dalley. "A Map of the Road  
 from Trenton to Amboy." 1745. New-York  
 Historical Society.



KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 5. Azariah Dunham. "A Map of the  
Division Line Between the Counties of Middlesex  
and Somerset." 1766.

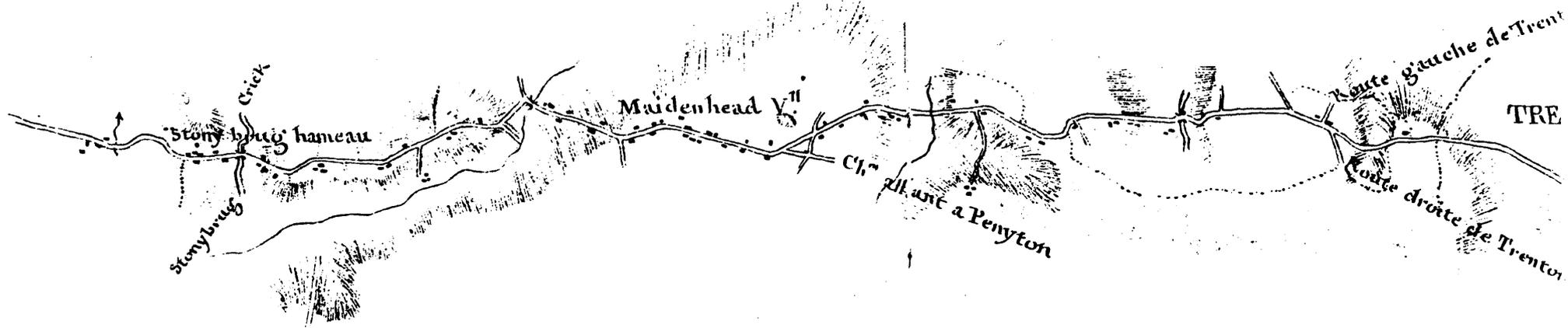


**KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT**  
Figure 6. Part of "From Where a Road Branches  
Off to Middlebush to Trenton: To Princeton and  
a little bit further." Probably 1781. Erskine DeWitt  
121A. New-York Historical Society.



KING'S HIGHWAY (UPPER ROAD,  
 LINCOLN HIGHWAY) HISTORIC DISTRICT  
 Figure 7. Part of "From Where a Road Branches  
 Off to Middlebush to Trenton: From Princeton  
 to Trenton." Probably 1781. Erskine-DeWitt 121B.  
 New-York Historical Society.

De Princetown à Trenton, 12 1/2



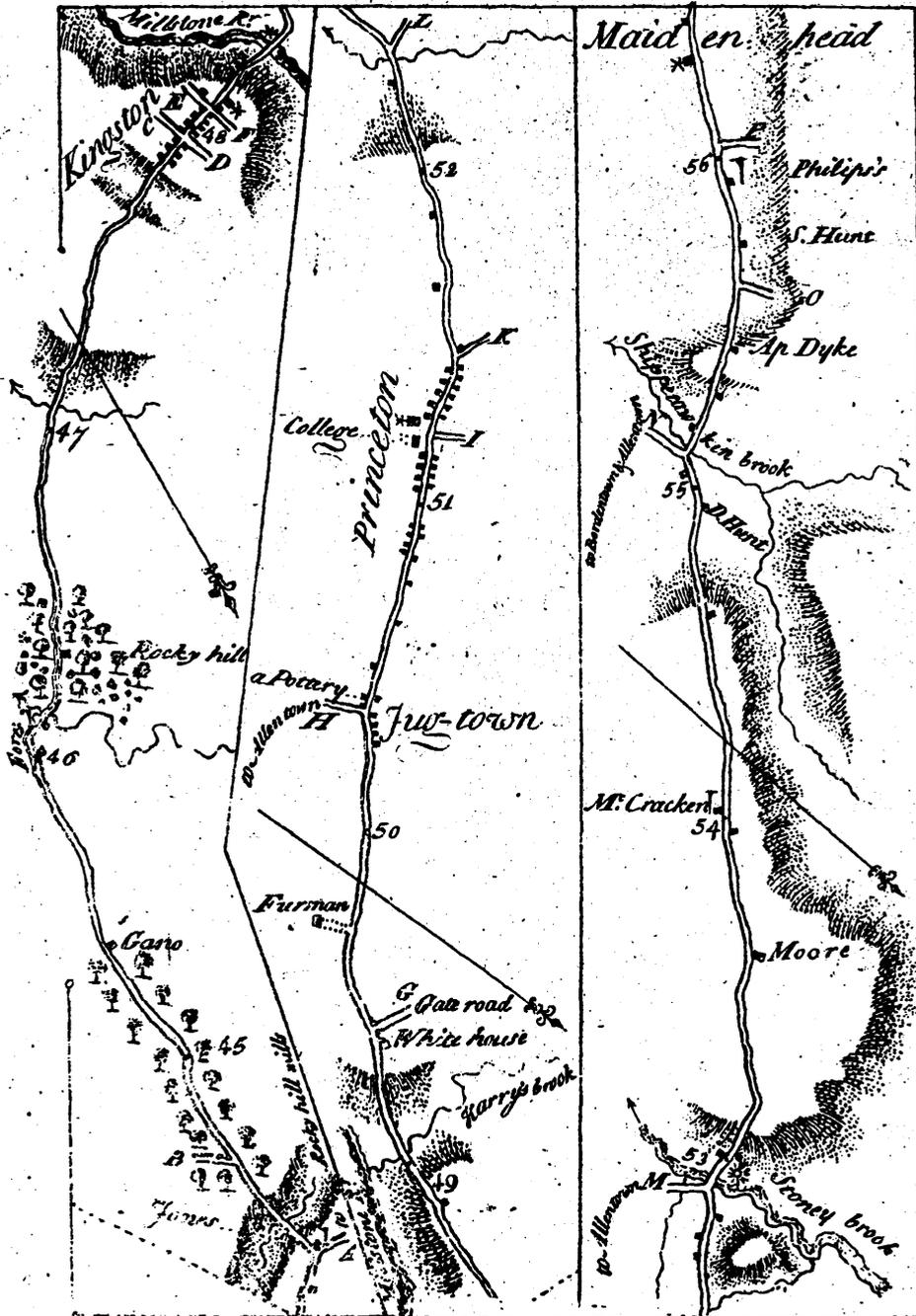
KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 8. Louis-Alexandre Berthier. "De  
Princetown à Trenton." 1781.

meadows Court House à Princetown 13 milles

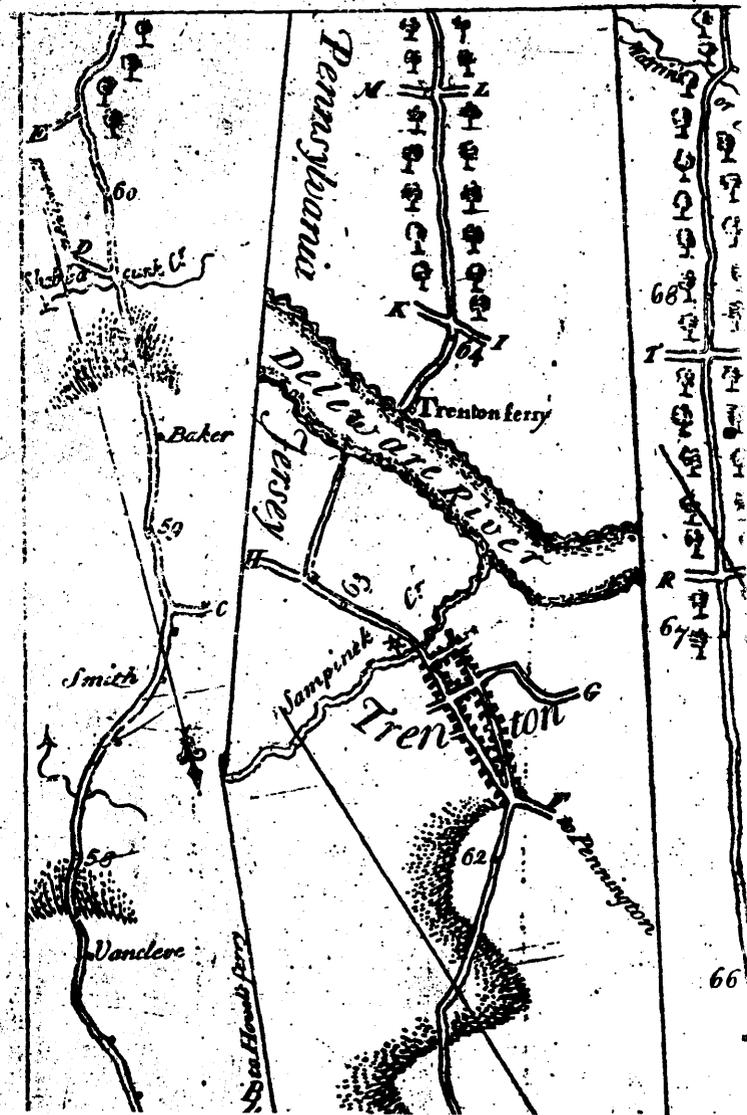


KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 9. Louis-Alexandre Berthier. "De Princetown à Trenton." 1781. Princeton University Library.

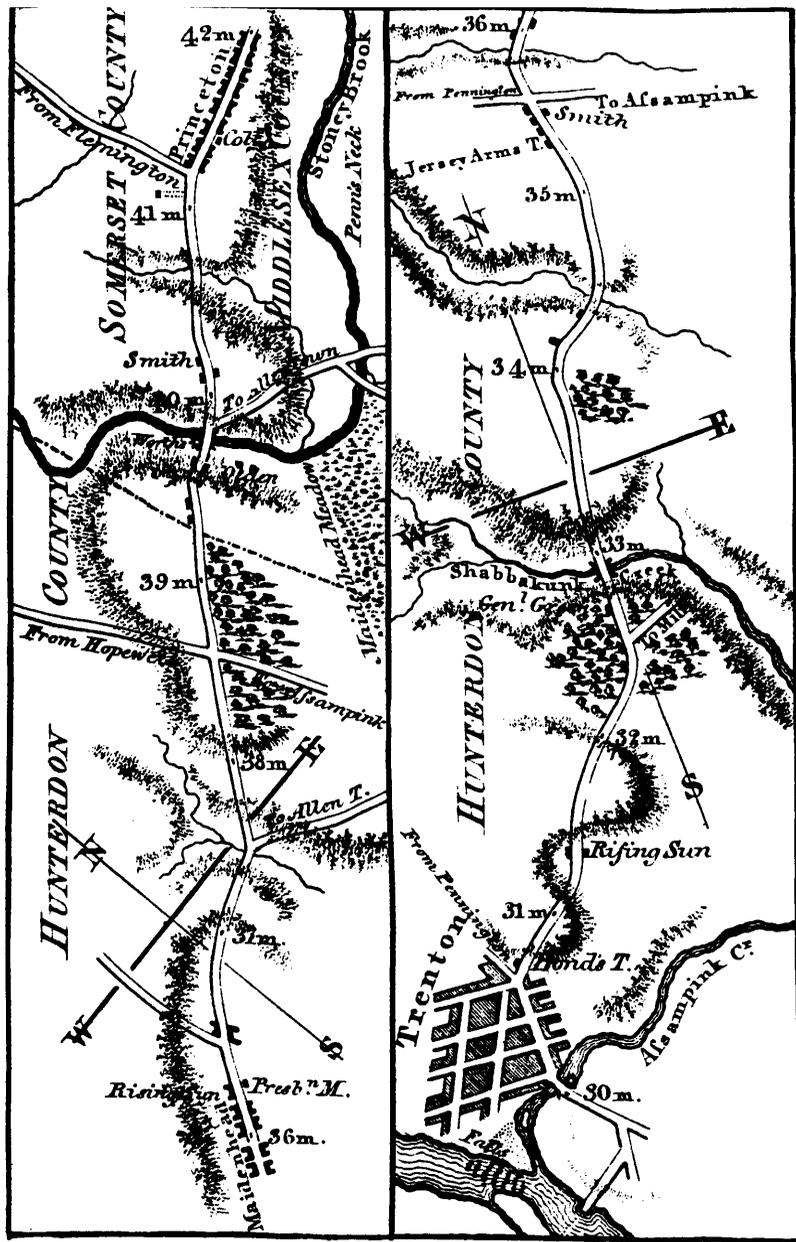
*From New-York (44) to Trenton.*



*From New-York (45) to Bristol*



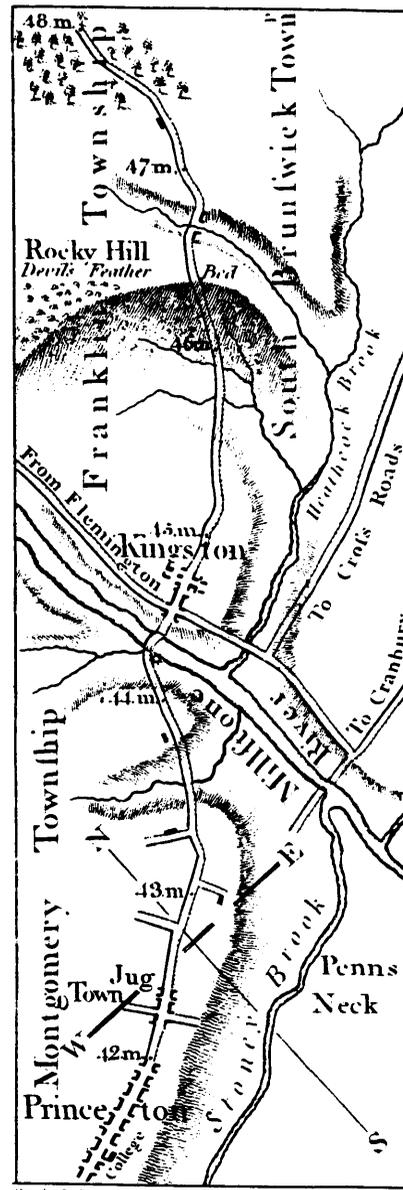
KING'S HIGHWAY (UPPER ROAD, LINCOLN HIGHWAY) HISTORIC DISTRICT  
 Figure 10. Christopher Colles. *A Survey of the Roads of the United States of America*. 1789.



Road from Philadel<sup>a</sup> to

(NEW YORK.)

N.B. The above columns are transposed. N<sup>o</sup>. 6. ought to be on the outside.

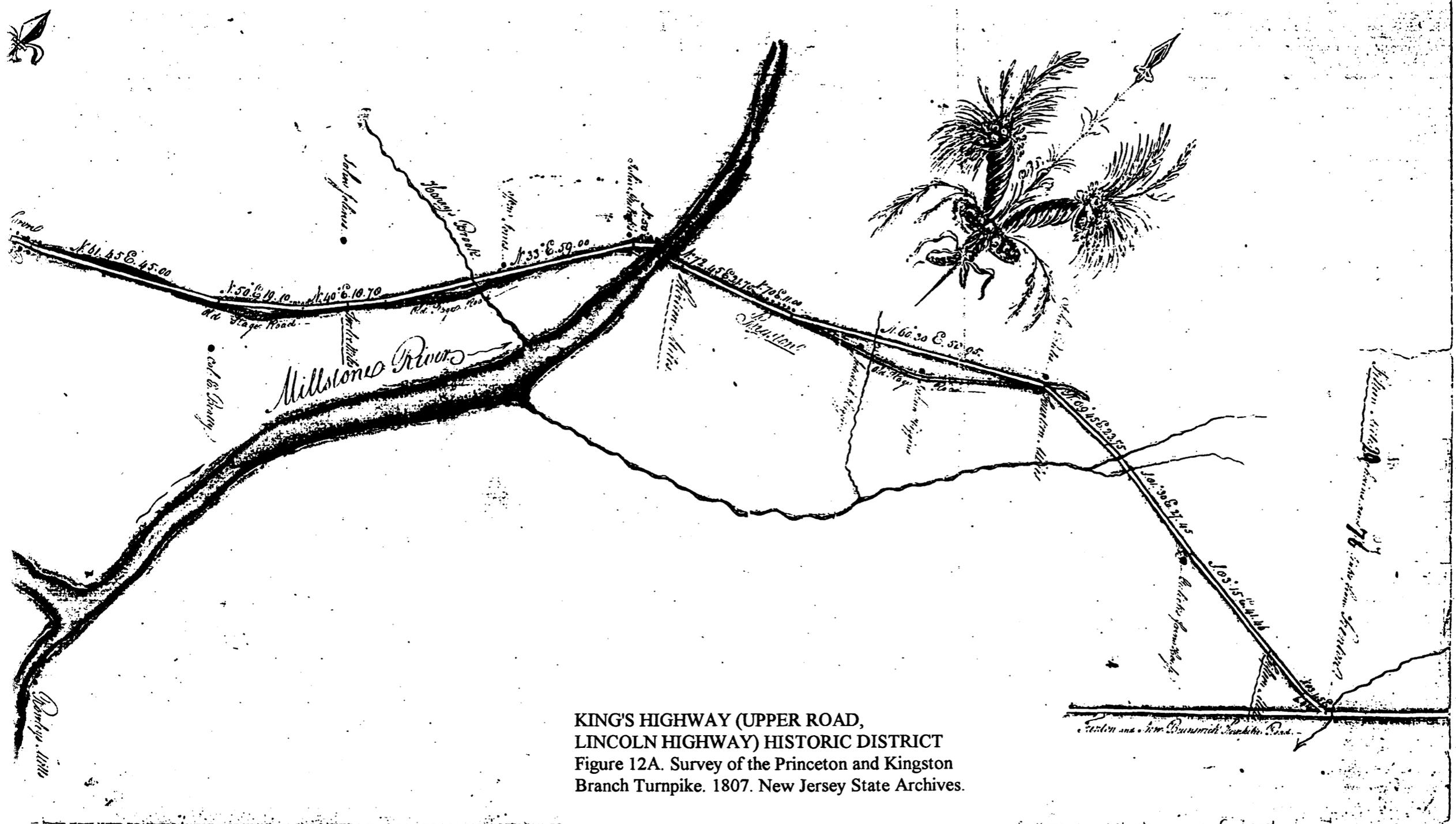


Road from Philadelphia to

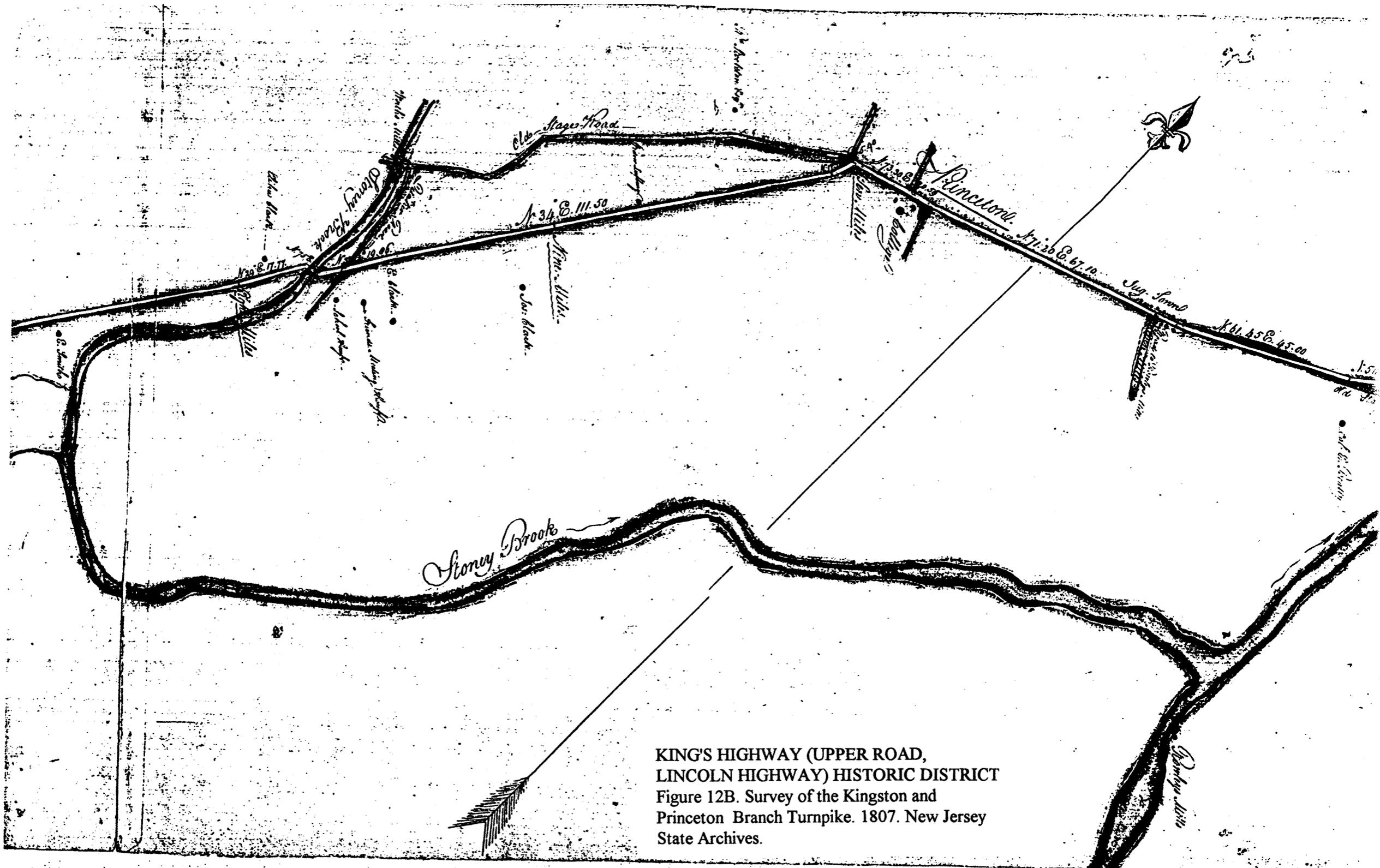
(NEW YORK.)

B

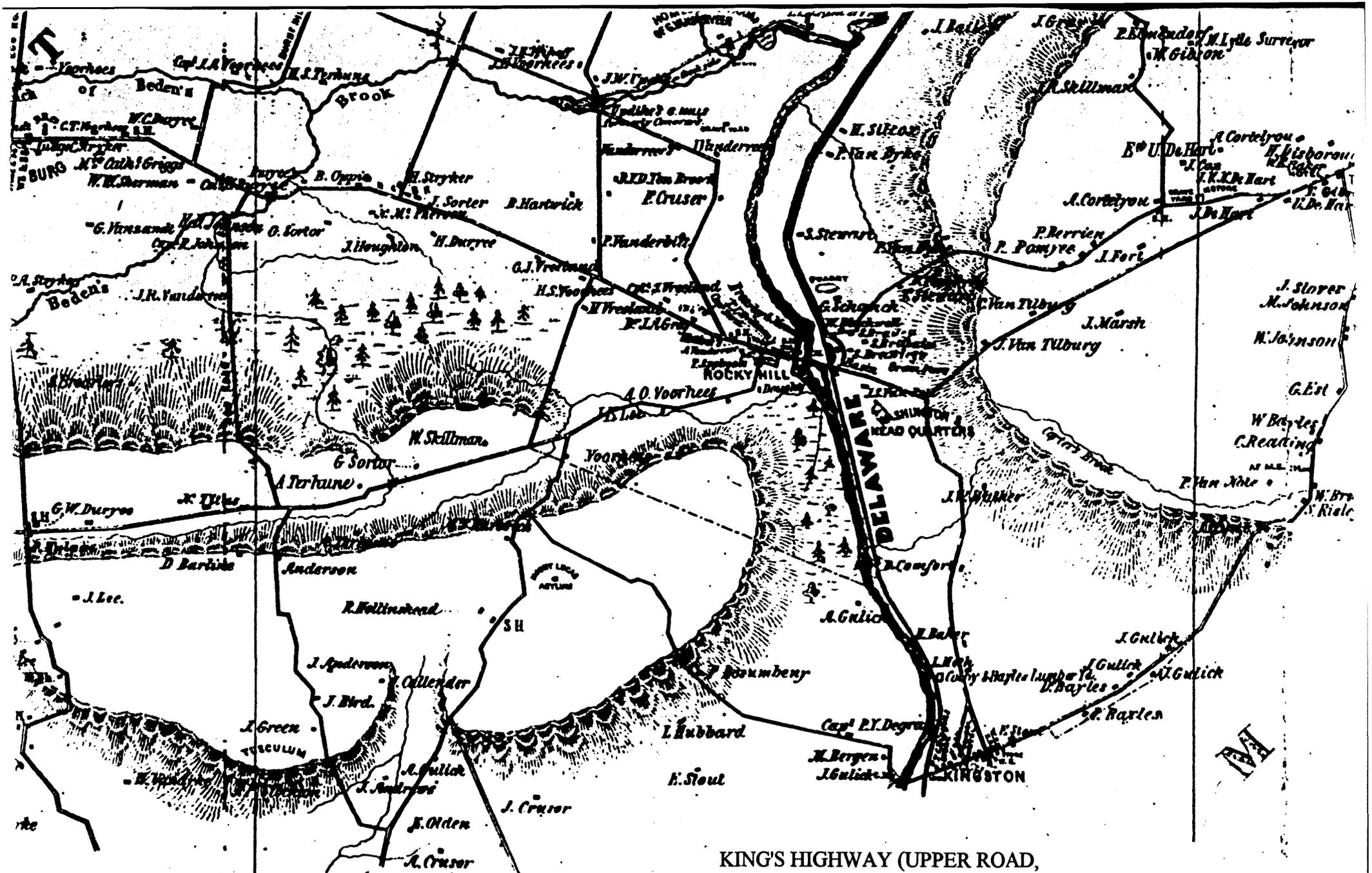
KING'S HIGHWAY (UPPER ROAD, LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 11. S.S. Moore and T.W. Jones.... A Pocket Companion shewing the Course of the Main Road from Philadelphia to New York. 1804.



KING'S HIGHWAY (UPPER ROAD,  
 LINCOLN HIGHWAY) HISTORIC DISTRICT  
 Figure 12A. Survey of the Princeton and Kingston  
 Branch Turnpike. 1807. New Jersey State Archives.



KING'S HIGHWAY (UPPER ROAD,  
 LINCOLN HIGHWAY) HISTORIC DISTRICT  
 Figure 12B. Survey of the Kingston and  
 Princeton Branch Turnpike. 1807. New Jersey  
 State Archives.



KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 13. Otley and Keily. Map of Somerset  
County. 1850.

R 2020



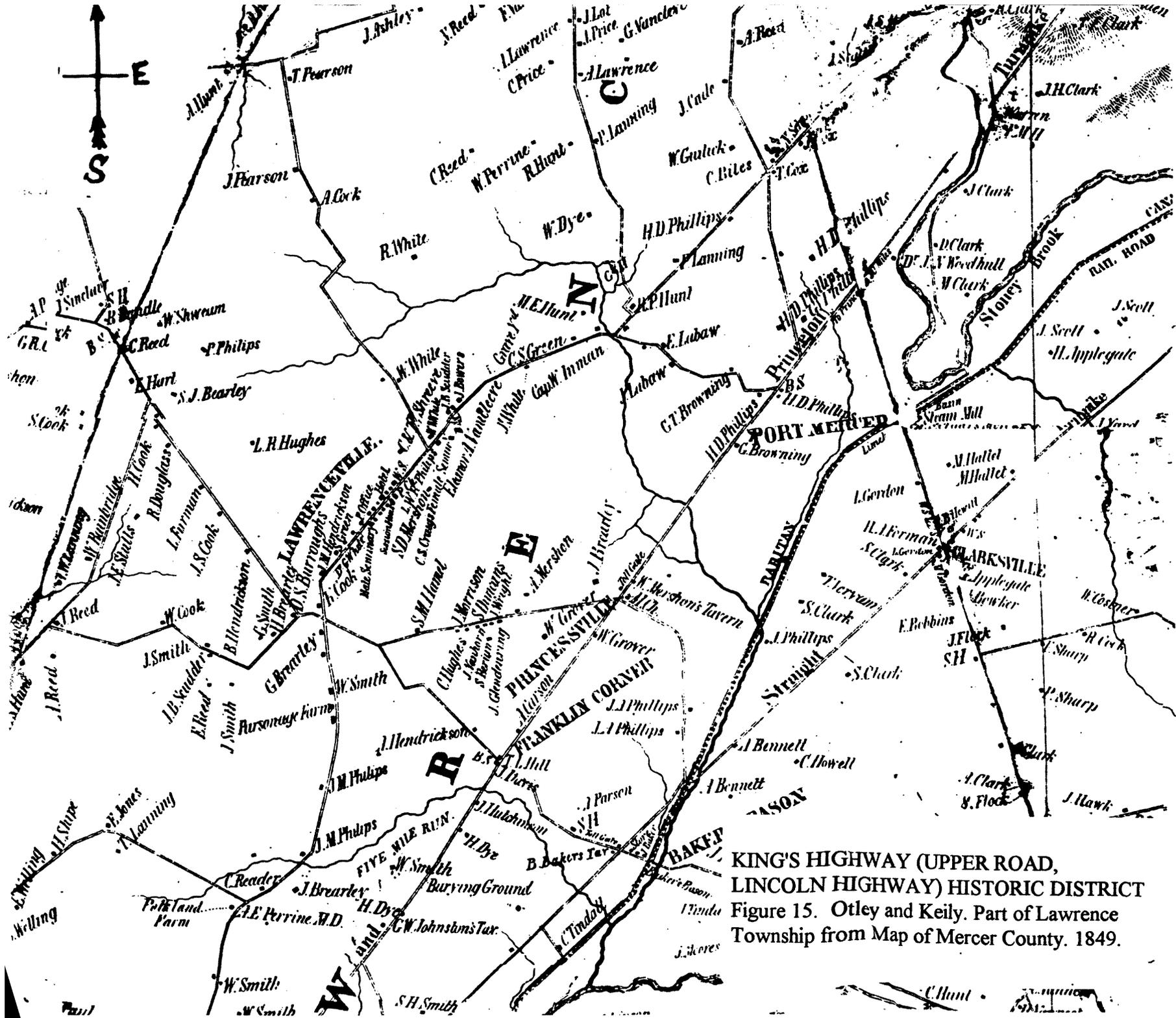
MERCER COUNTY



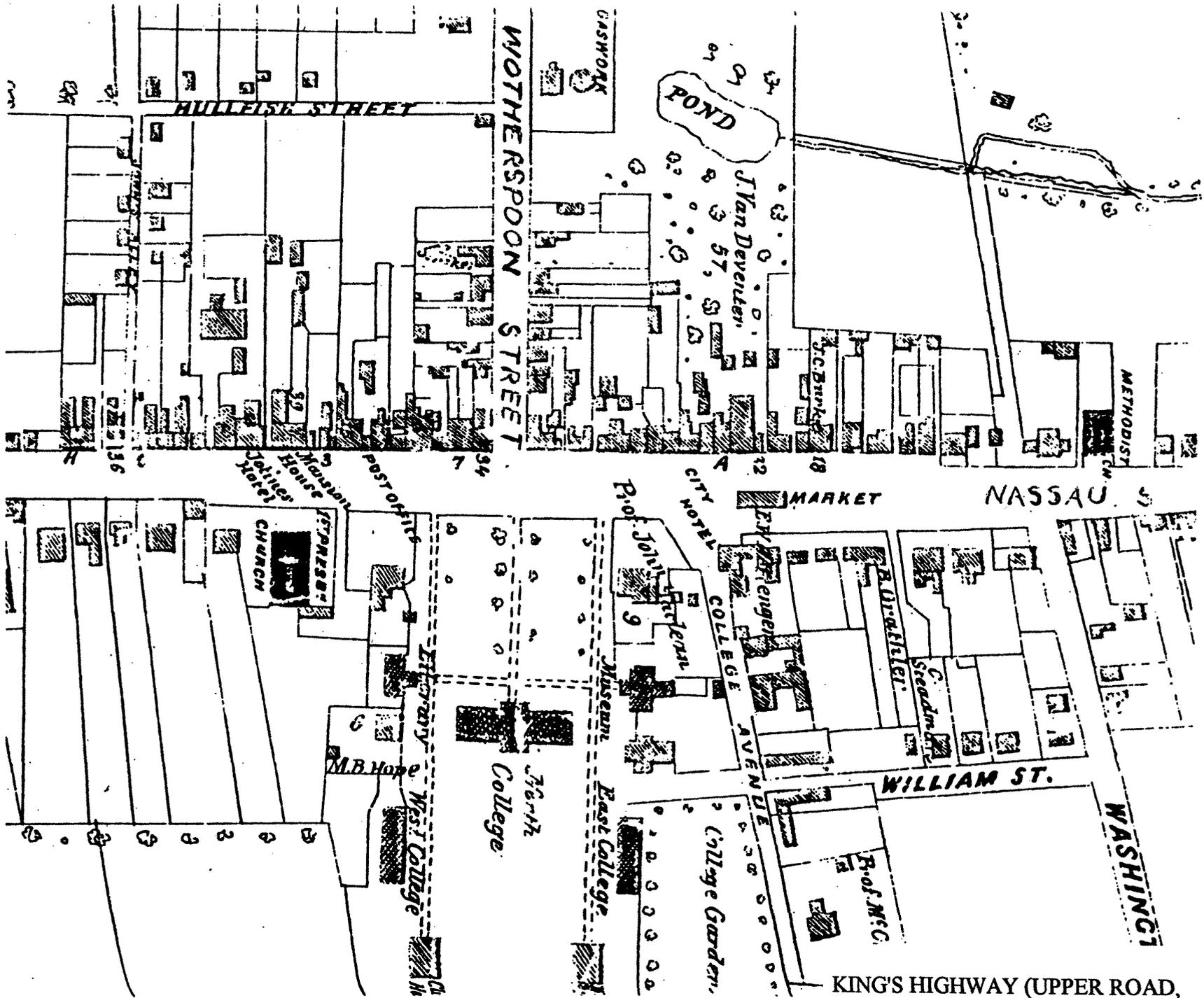
PRINCETON COLLEGE.



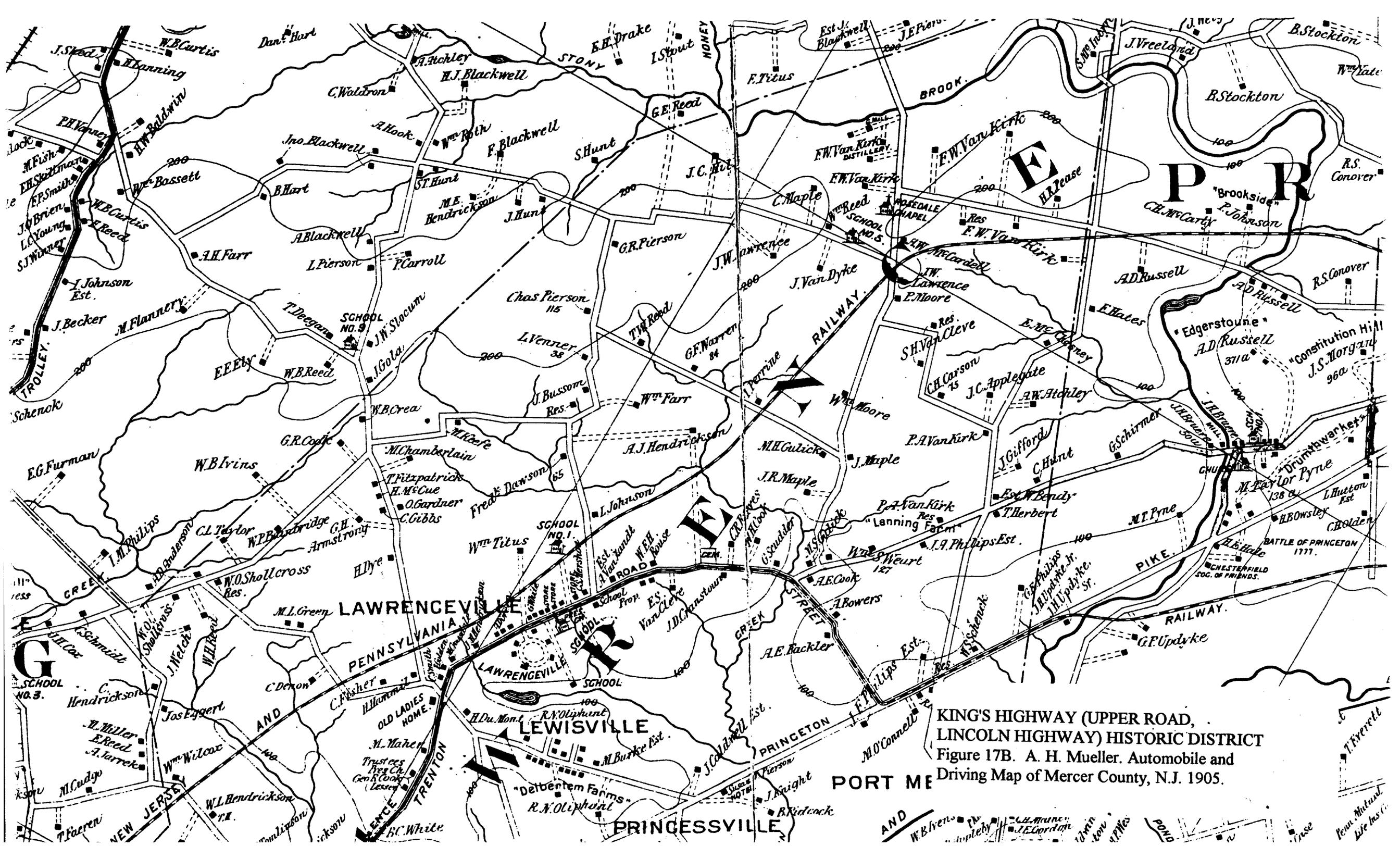
KING'S HIGHWAY (UPPER ROAD, LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 14. Otley and Keily. Princeton Township  
from Map of Mercer County. 1849.



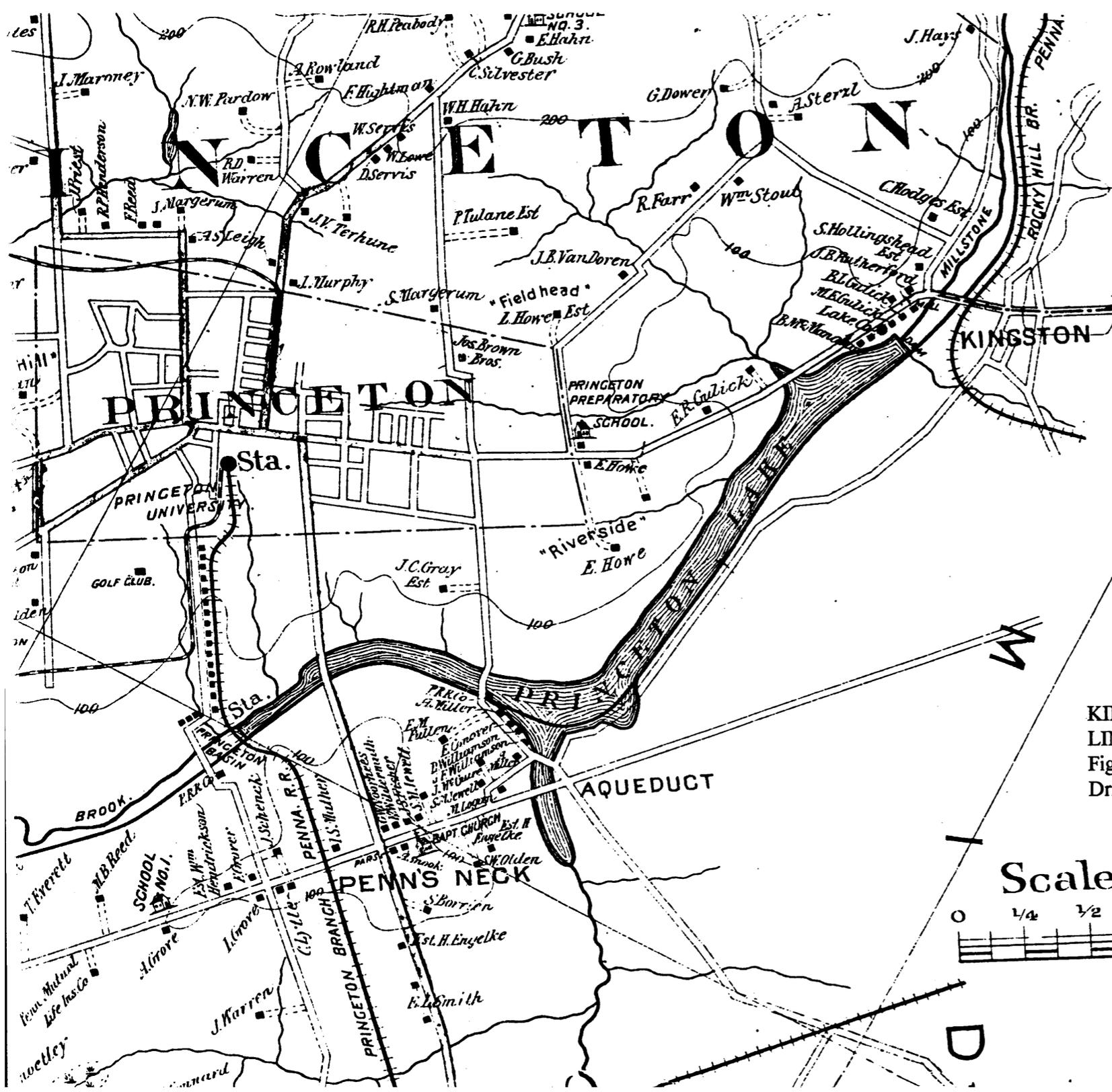
KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 15. Otley and Keily. Part of Lawrence  
Township from Map of Mercer County. 1849.



KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 16. John Bevan. Map of Princeton  
Borough. 1852.

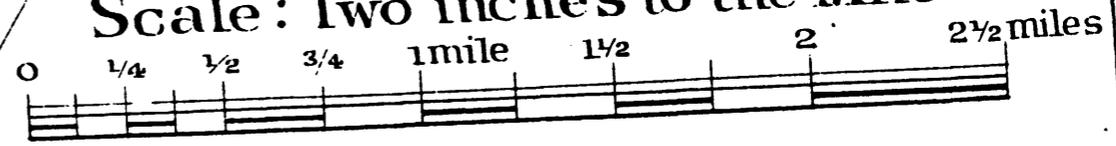


KING'S HIGHWAY (UPPER ROAD, LINCOLN HIGHWAY) HISTORIC DISTRICT  
 Figure 17B. A. H. Mueller. Automobile and Driving Map of Mercer County, N.J. 1905.



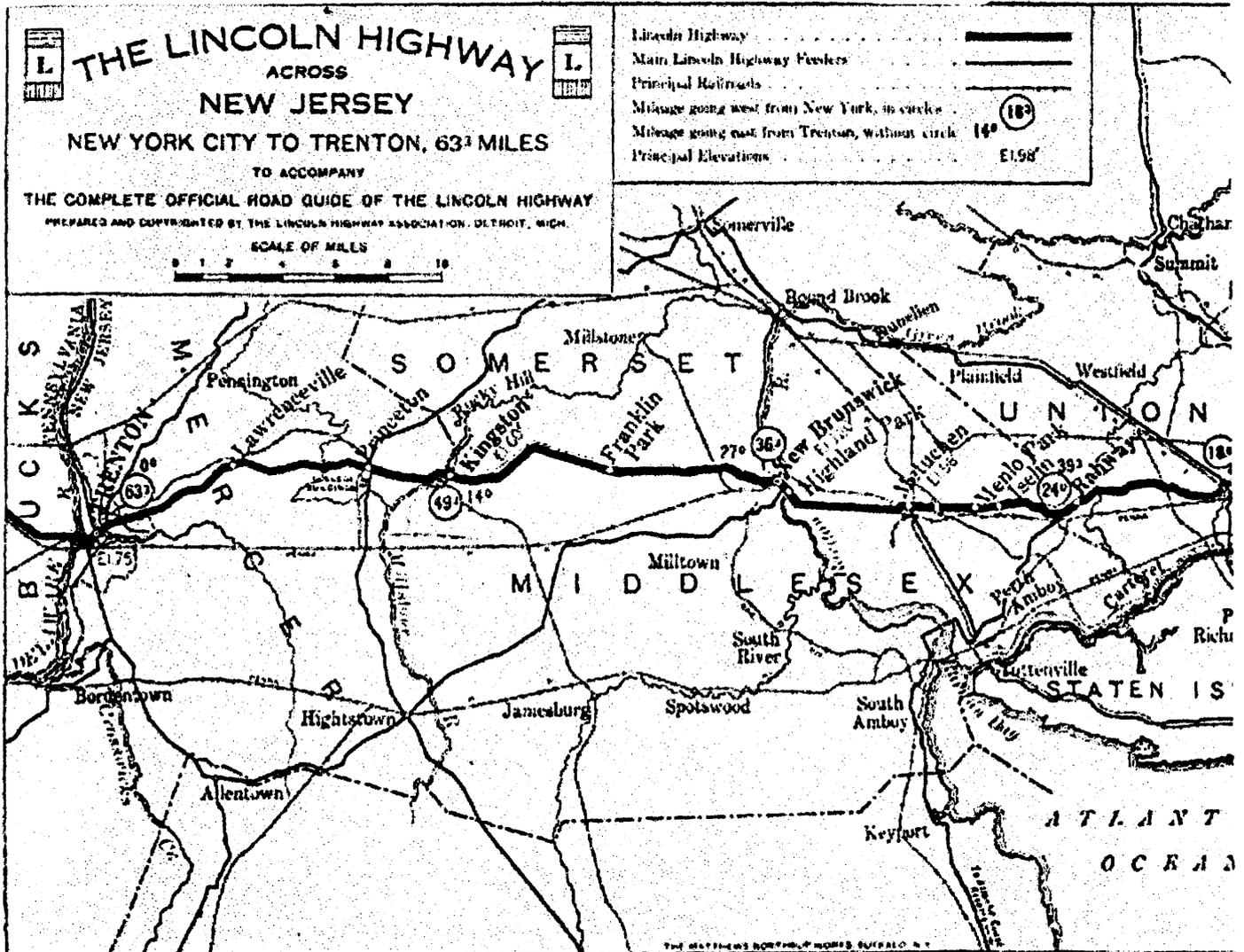
KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 17A. A. H. Mueller. Automobile and  
Driving Map of Mercer County, N.J. 1905.

Scale: Two inches to the Mile



KEY

PRINCIPALITIES

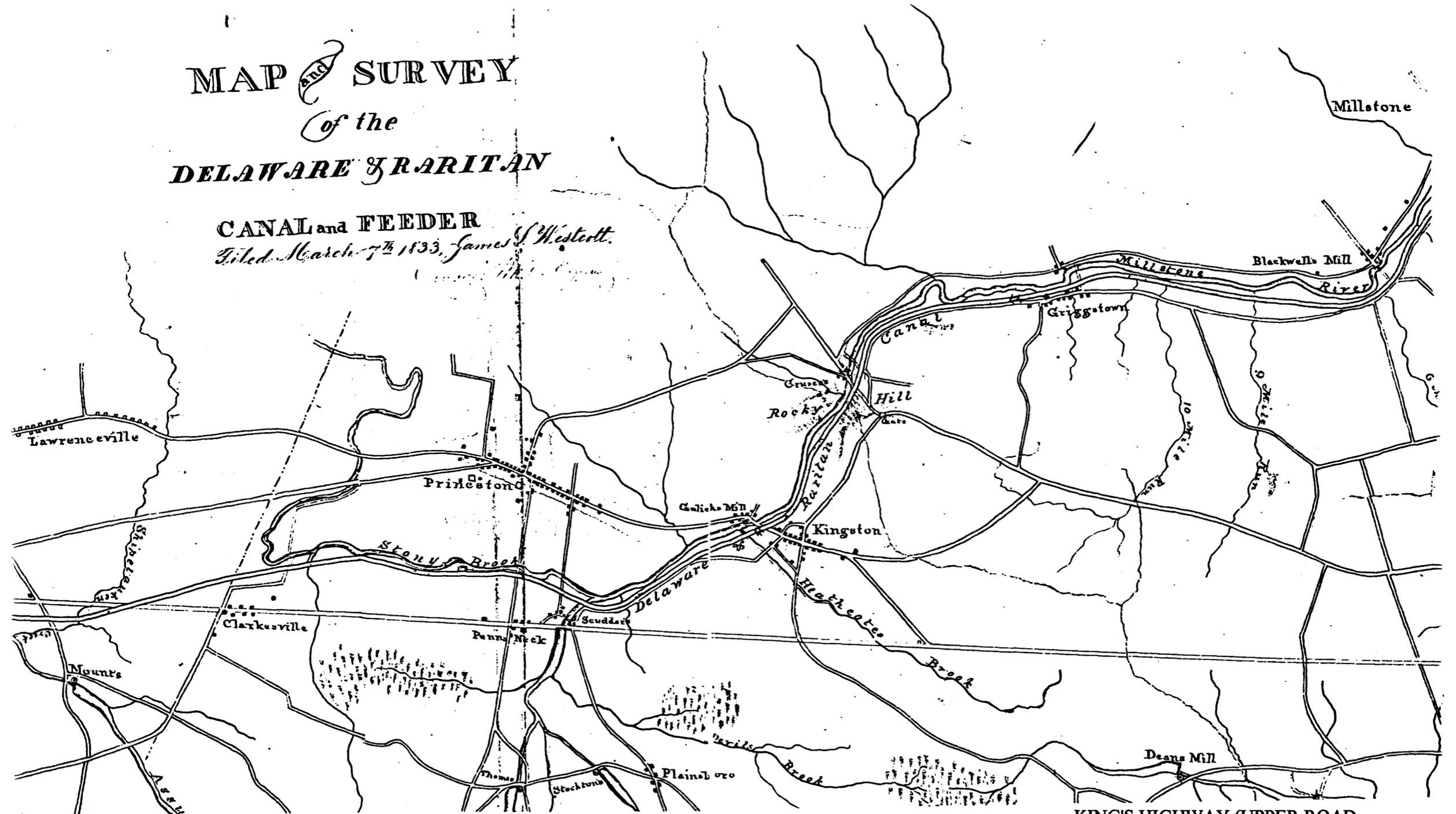


**KING'S HIGHWAY (UPPER ROAD, LINCOLN HIGHWAY) HISTORIC DISTRICT**  
 Figure 18. Map of the Lincoln Highway through New Jersey from *The Complete Official Road Guide*.....,1916.

MAP <sup>AND</sup> SURVEY  
Of the  
DELAWARE & RARITAN

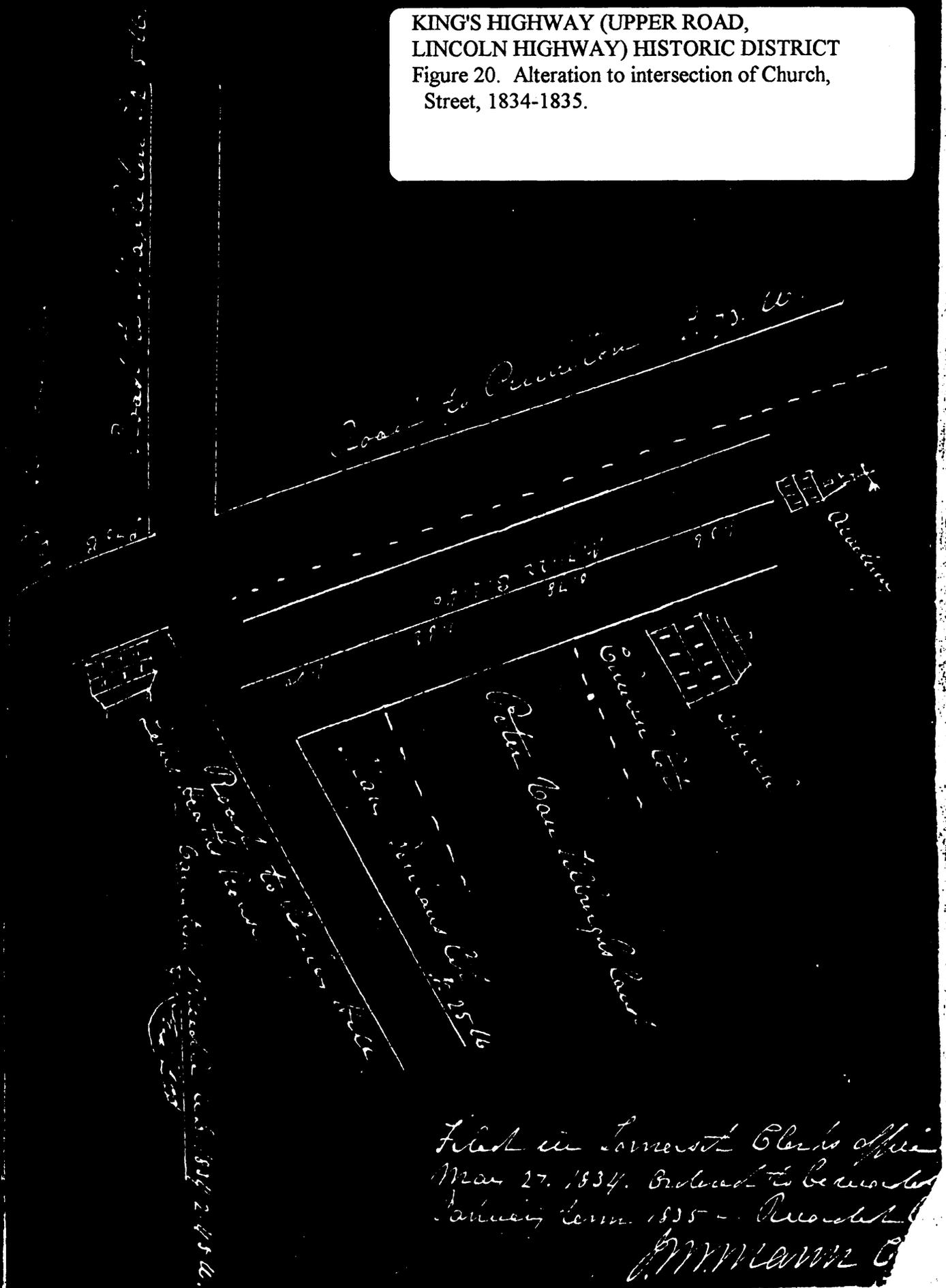
CANAL and FEEDER

Filed March 7<sup>th</sup> 1833, James S. Westcott.



KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 19. While not intended as a map of the  
highway, this clarifies the destination of some  
of the intersections.

KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 20. Alteration to intersection of Church,  
Street, 1834-1835.



Filed in Town Clerk's office  
Mar 27, 1834. Ordinance to be recorded  
January term 1835 - Approved  
M. M. Mann C.

KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT  
Figure 21. River Road as relaid in 1825.

in the old road opposite to a post which is a corner  
of the enclosed land by  
which said lines of course  
public road now laid out  
public road is now by no means out at one road work  
on each side of the lines of course herein before expressed  
which said road so by us laid out we have caused  
to be marked at proper distances in the line of the  
same and we have caused to be made a map or  
draught of the said road so laid out and of the  
course and distances most remarkable places and  
improvements through which the said road passes  
which map or draught is herewith annexed and  
we do hereby by the first day of October next as the  
time when the owners of the highways of the said  
township of Montgomery shall see the same for their  
use - Dated at the house of the said Isaac Hunt  
twenty ninth day of January eighteen hundred and  
twenty five -

Alpheus Tutton - Peter Bumpas of Bridgwater  
John Thomas - John Nelson - Hellsborough  
Samuel H. Gorman - George Carter - Montgomery

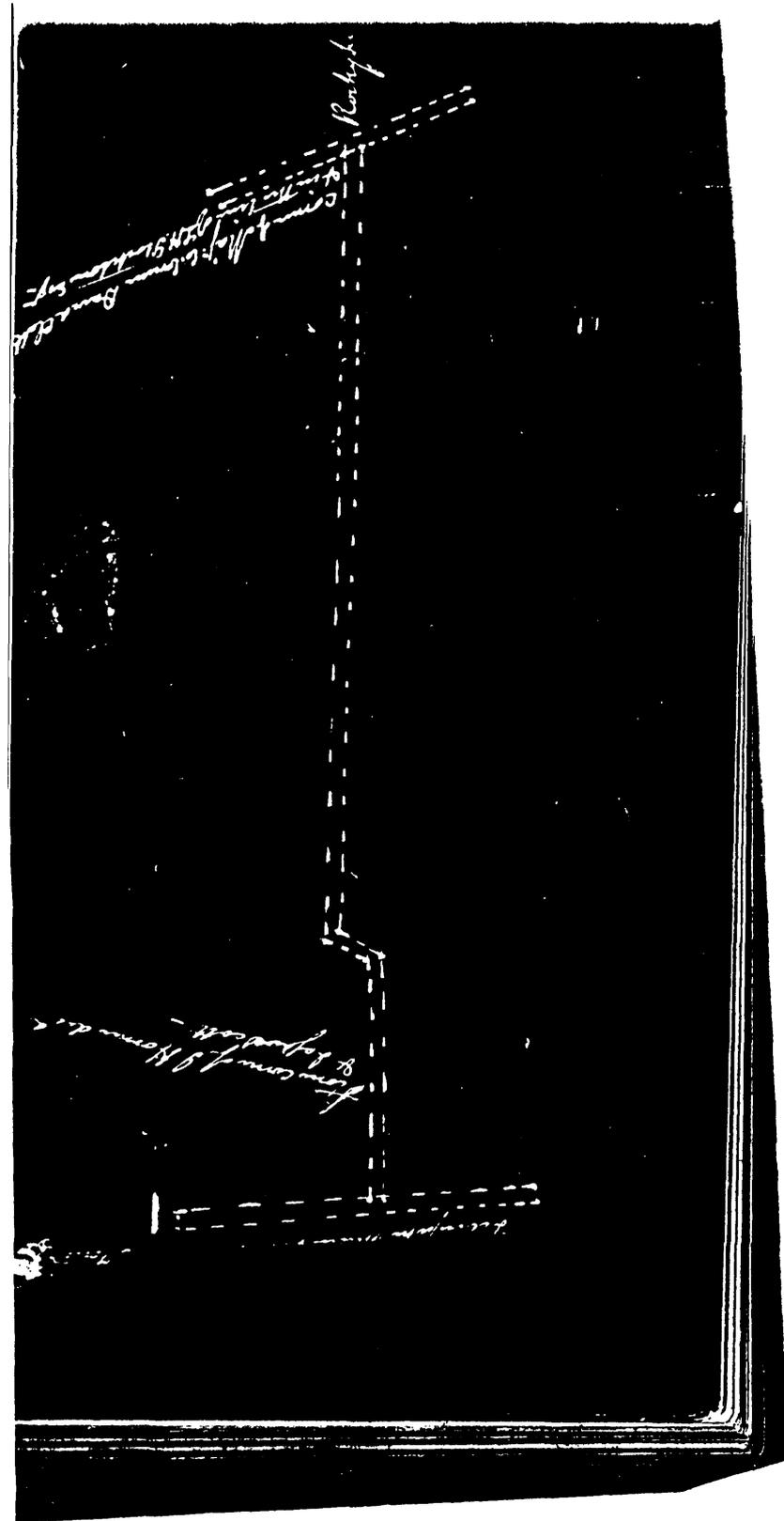


1825

1825

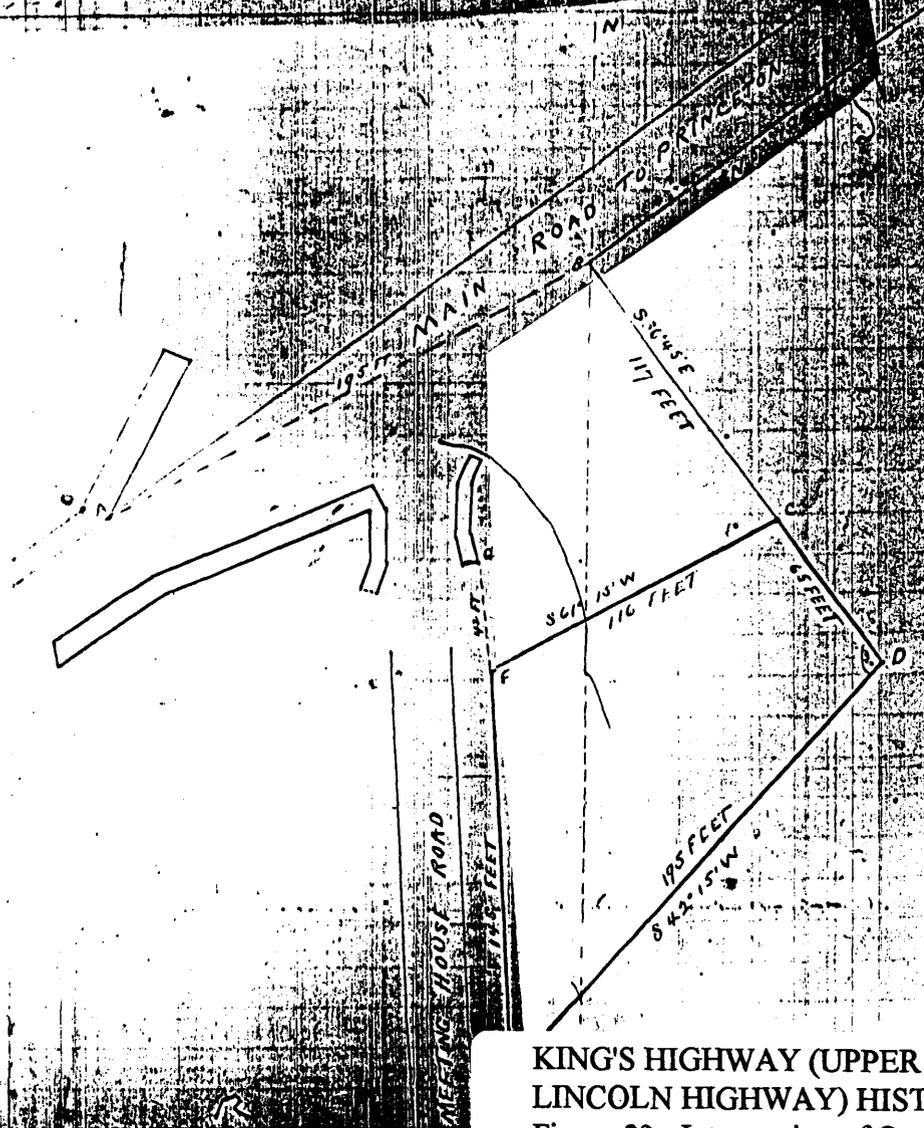
Recd. Received Feb. 1. 1824 by  
M. M. M. Ch.

John G. L. L. L.

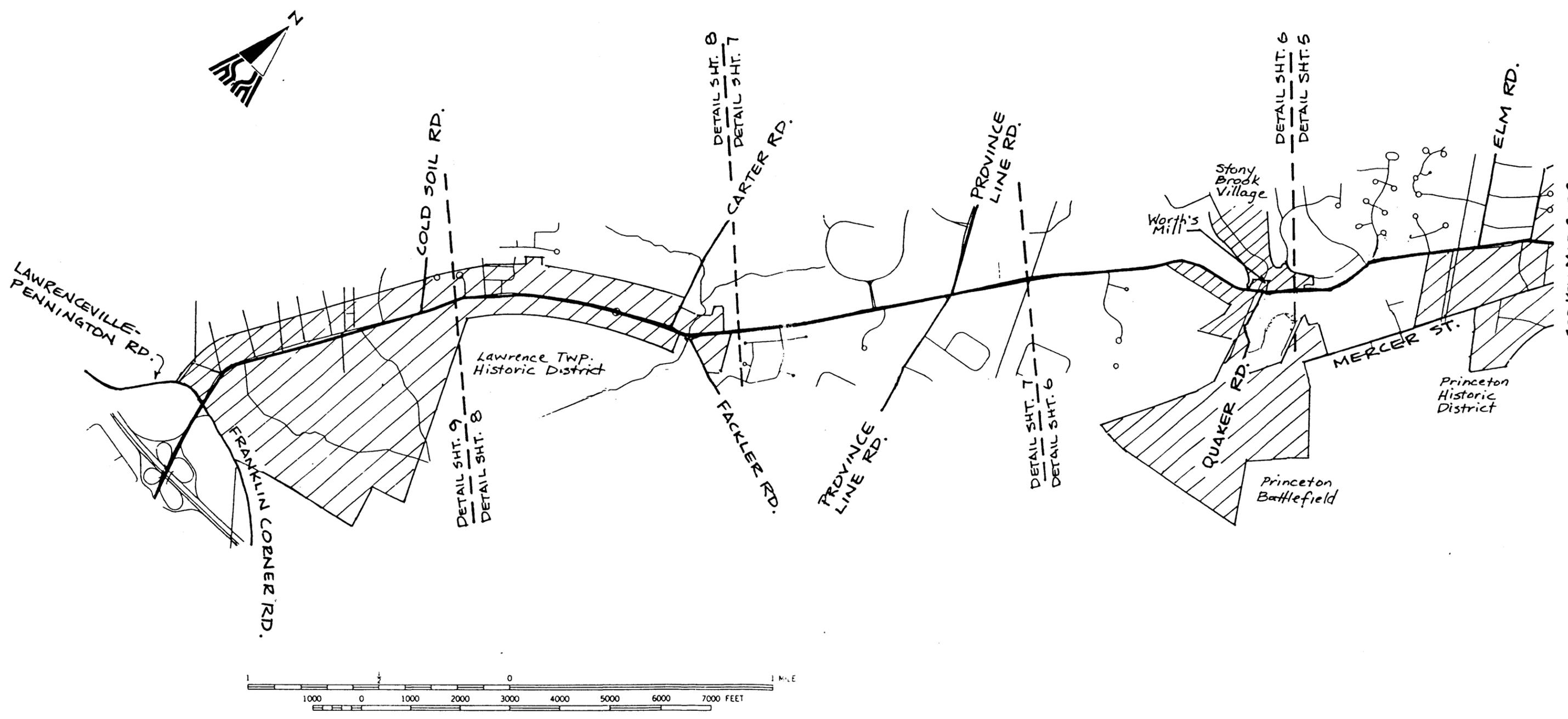


**KING'S HIGHWAY (UPPER ROAD,  
LINCOLN HIGHWAY) HISTORIC DISTRICT**  
Figure 22. North Harrison Street as officially  
opened in 1825.

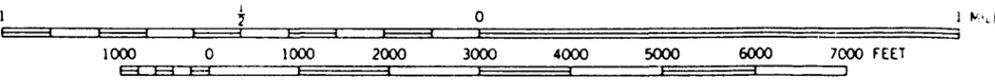
The first...  
 boundary...  
 shall be used...  
 purposes...  
 to the party...  
 conveyed to...  
 dated April 4, 1895...



KING'S HIGHWAY (UPPER ROAD,  
 LINCOLN HIGHWAY) HISTORIC DISTRICT  
 Figure 23. Intersection of Quaker Bridge Road,  
 Mercer County Deeds, 202:146, 4 June 1895.



SEE KEY MAP 2 OF 2



Diagonal striping indicates historic districts. 

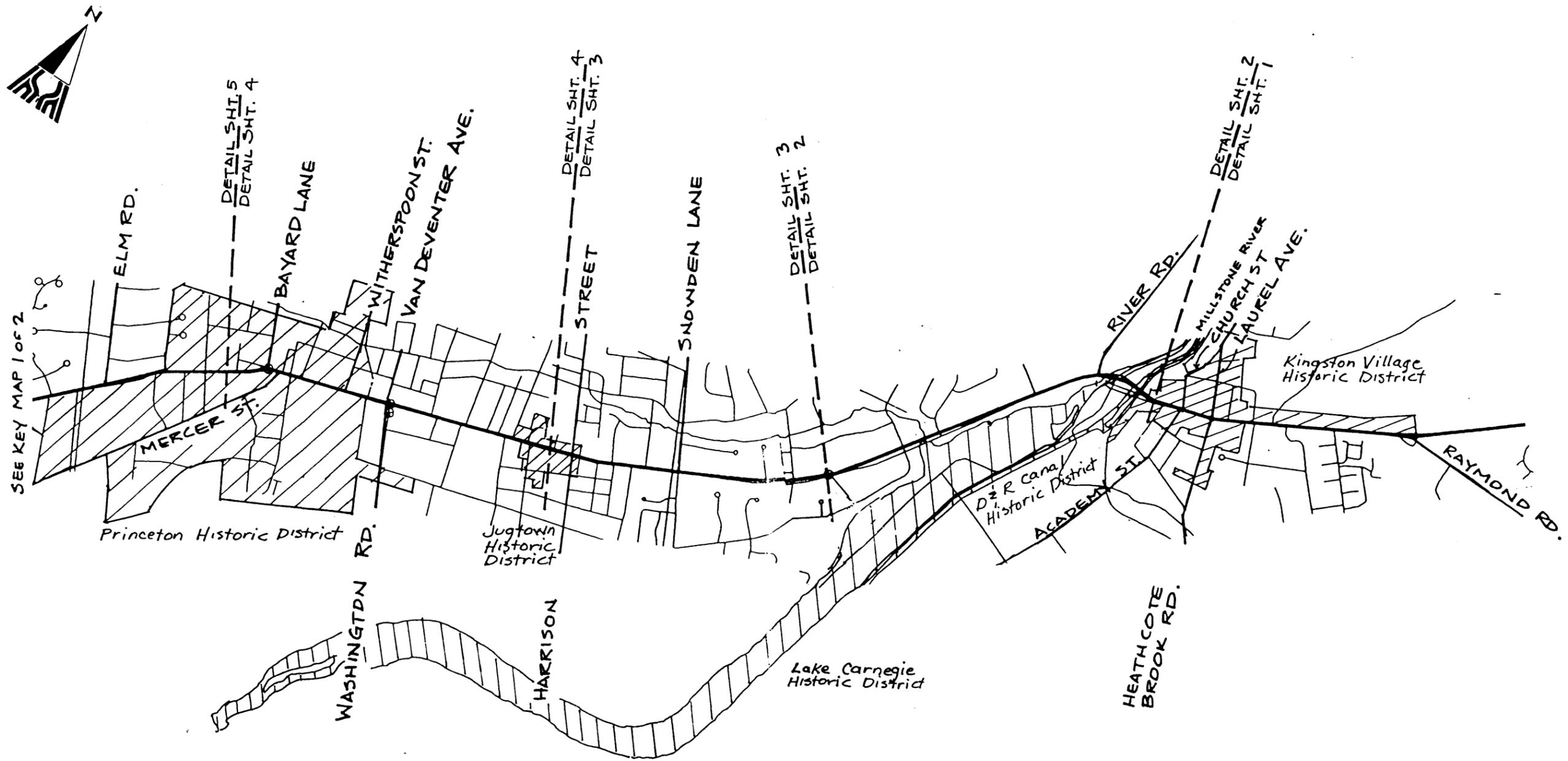
Heavy dashed lines indicate limits of detail sheet coverage. 

The areas within the dashed lines on this key map are shown on detail sheets emphasizing different features:  
 Tax block and lot designations are shown on the A series of detail sheets (1A, 2A, etc.)  
 Paving and building locations are shown on the B series of detail sheets (1B, 2B, etc.)  
 Changes in road alignment are shown on the C series of detail sheets (1C, 2C, etc.)  
 Photo locations are shown on the D series of detail sheets (1D, 2D, etc.)

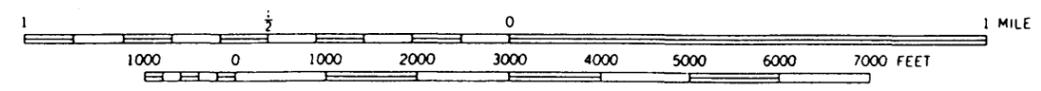
**Key Map 1 of 2  
 King's Highway  
 (Upper Road: Lincoln Highway)  
 From Franklin Corner Road to Raymond Road**

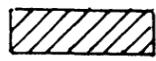
prepared for Heritage Studies, Inc.  
 60 Princeton Avenue, Rocky Hill, NJ 08553

drawn by Wendy Lathrop, Professional Land Surveyor NJPLS 28526  
 Key Map based on "1997 Straight Line Diagrams"  
 By State of New Jersey Department of Transportation



SEE KEY MAP 1 OF 2



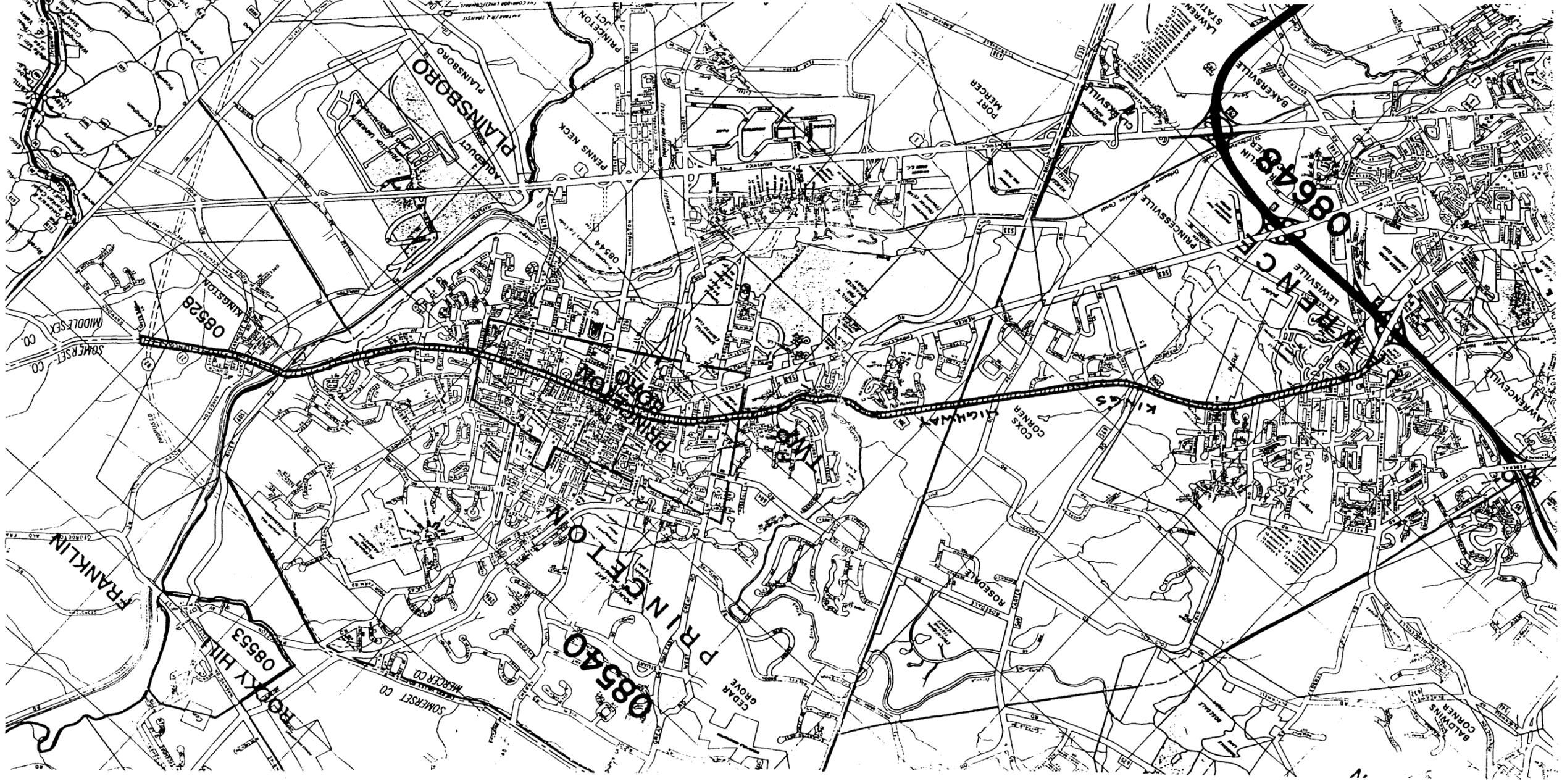
Diagonal striping indicates historic districts. 

Heavy dashed lines indicate limits of detail sheet coverage. 

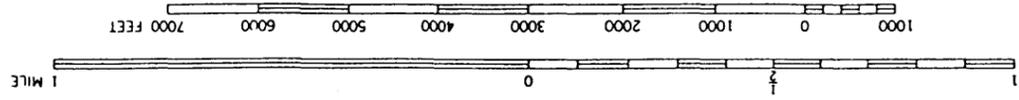
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 Photo locations are shown on the D series of detail sheets (1D, 2D, etc.)

**Key Map 2 of 2  
 King's Highway  
 (Upper Road: Lincoln Highway)  
 From Franklin Corner Road to Raymond Road**

prepared for Heritage Studies, Inc.  
 60 Princeton Avenue, Rocky Hill, NJ 08553  
 drawn by Wendy Lathrop, Professional Land Surveyor NJPLS 28526  
 Key Map based on "1997 Straight Line Diagrams"  
 By State of New Jersey Department of Transportation



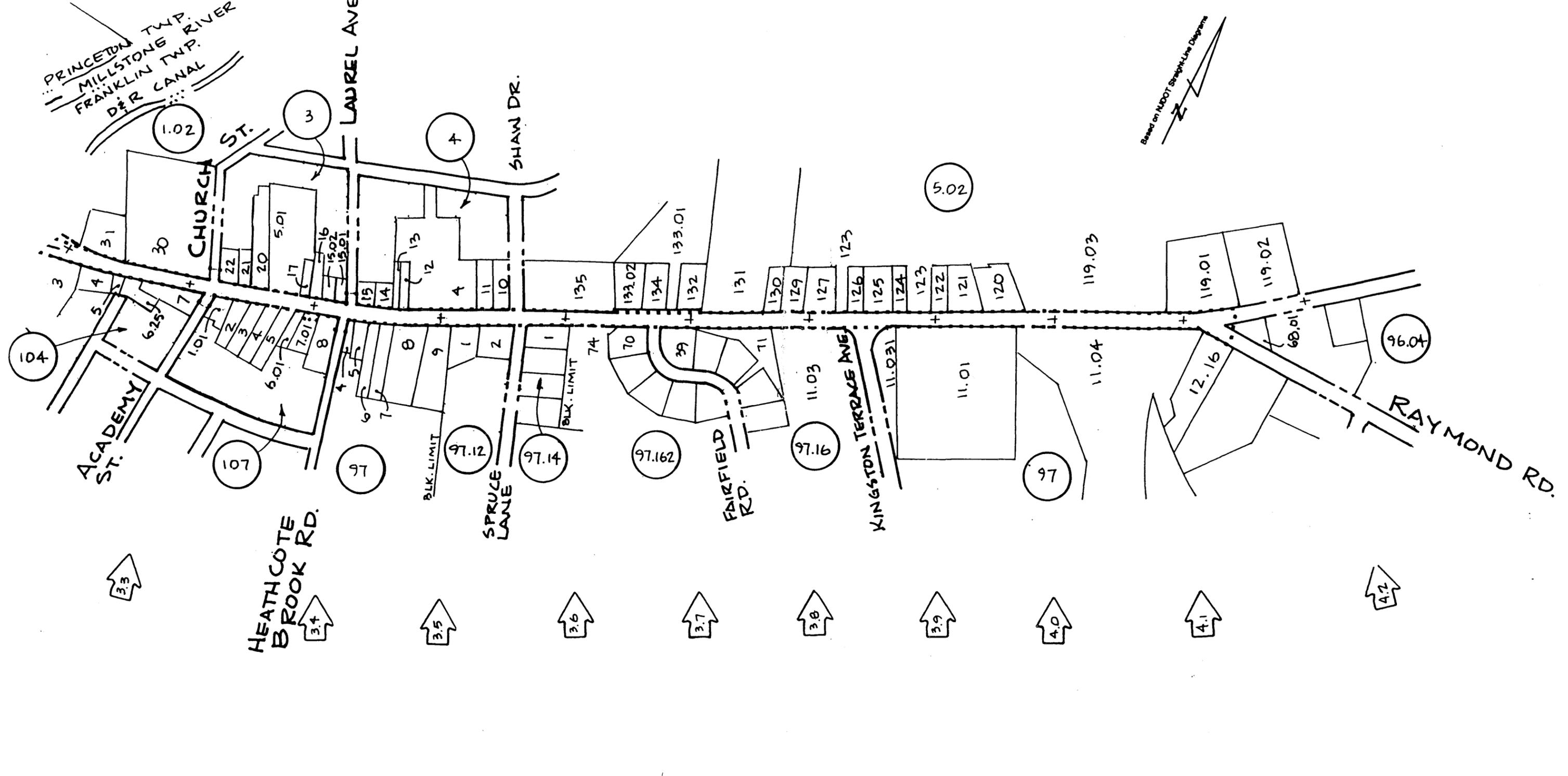
**Location Map  
King's Highway  
(Upper Road: Lincoln Highway)  
From Franklin Corner Road to Raymond Road**



prepared for Heritage Studies, Inc.  
60 Princeton Avenue, Rocky Hill, NJ 08553  
drawn by Wendy Lathrop, Professional Land Surveyor NJPLS 28526  
Location Map based on "Map of Mercer County, New Jersey" (1996)  
By Hagstrom Map Company, Inc., Maspeth, NY

PRINCETON TWP.  
MILLSTONE RIVER  
FRANKLIN TWP.  
D & R CANAL

Based on NJDOT Straight-Line Diagrams

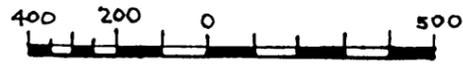


↑ 5.1  
Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 1A (Tax Block and Lot Designations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

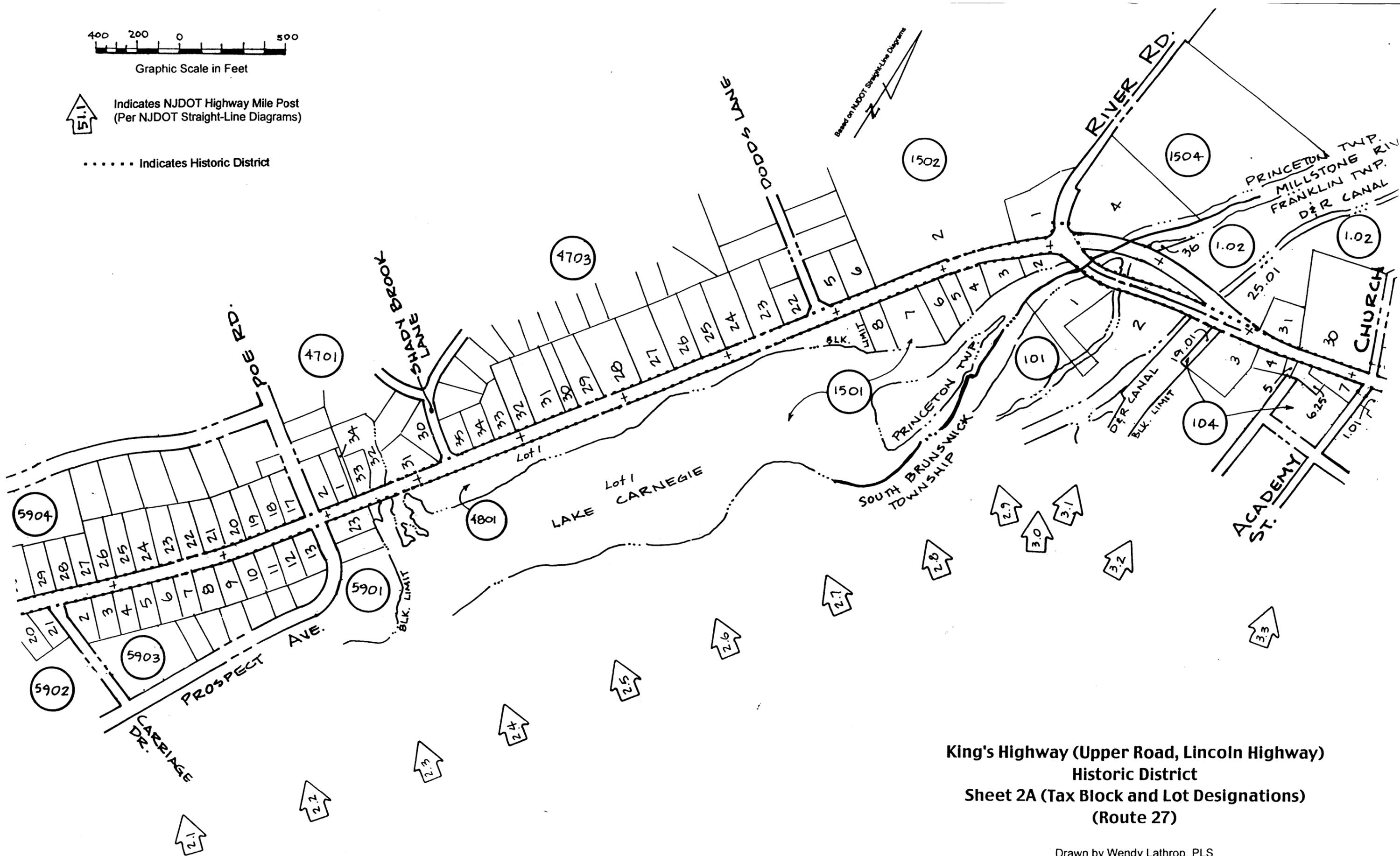


Graphic Scale in Feet



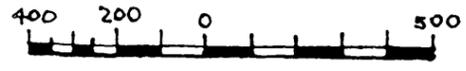
Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District



**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 2A (Tax Block and Lot Designations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



Graphic Scale in Feet

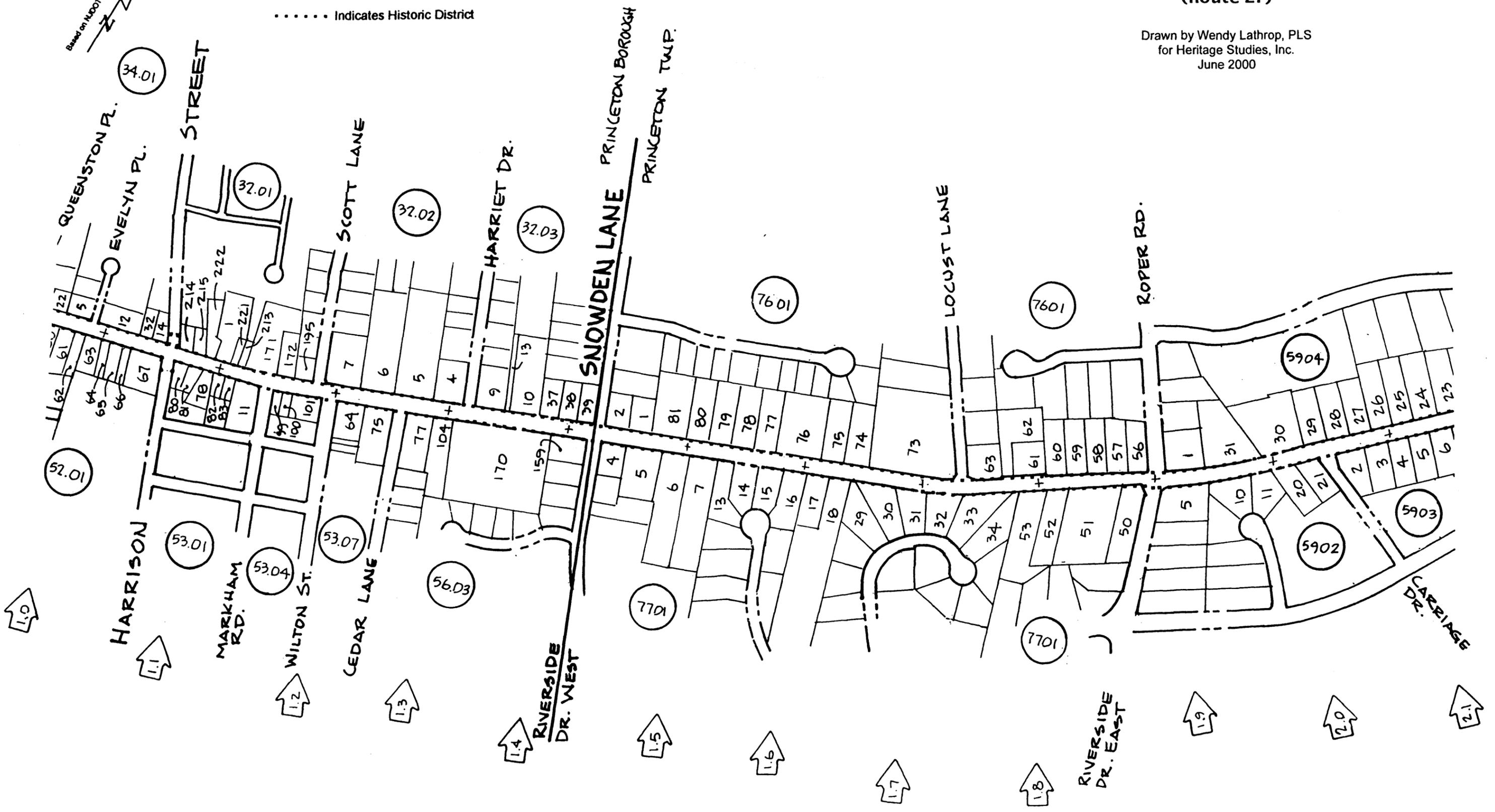
**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 3A (Tax Block and Lot Designations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

↑ 51.1  
Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

Based on NJDOT Straight-Line Diagrams



↑ 1.0

↑ 1.1

↑ 1.2

↑ 1.3

↑ 1.4

↑ 1.5

↑ 1.6

↑ 1.7

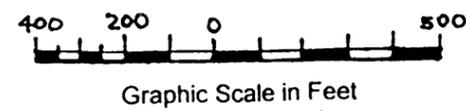
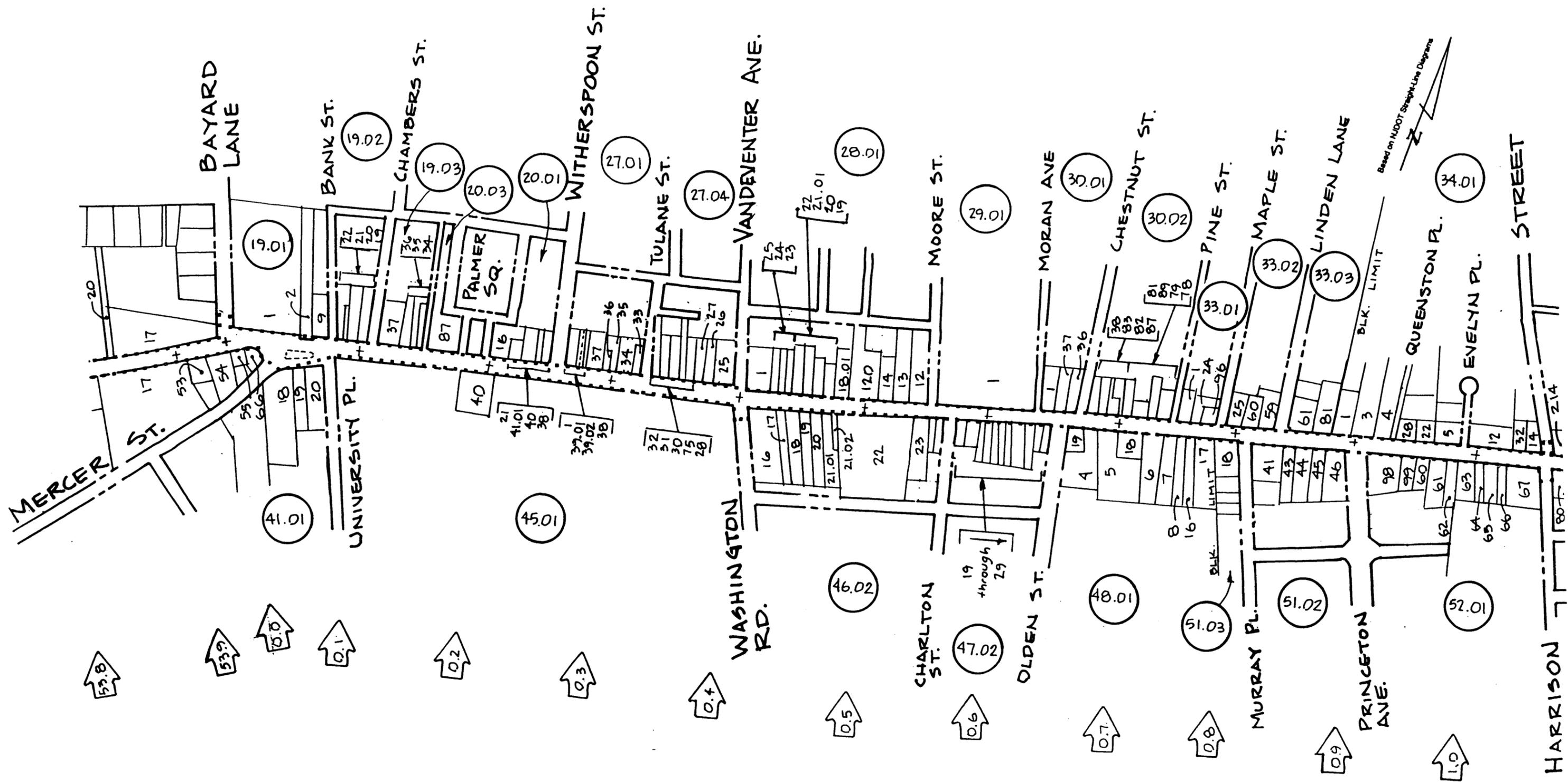
↑ 1.8

↑ 1.9

↑ 2.0

↑ 2.1

RIVERSIDE DR. EAST



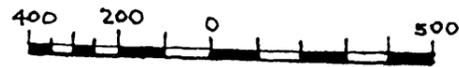
↑ 51.1 Indicates NJDOT Highway Mile Post (Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 4A (Tax Block and Lot Designations)  
(Route 206 and Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

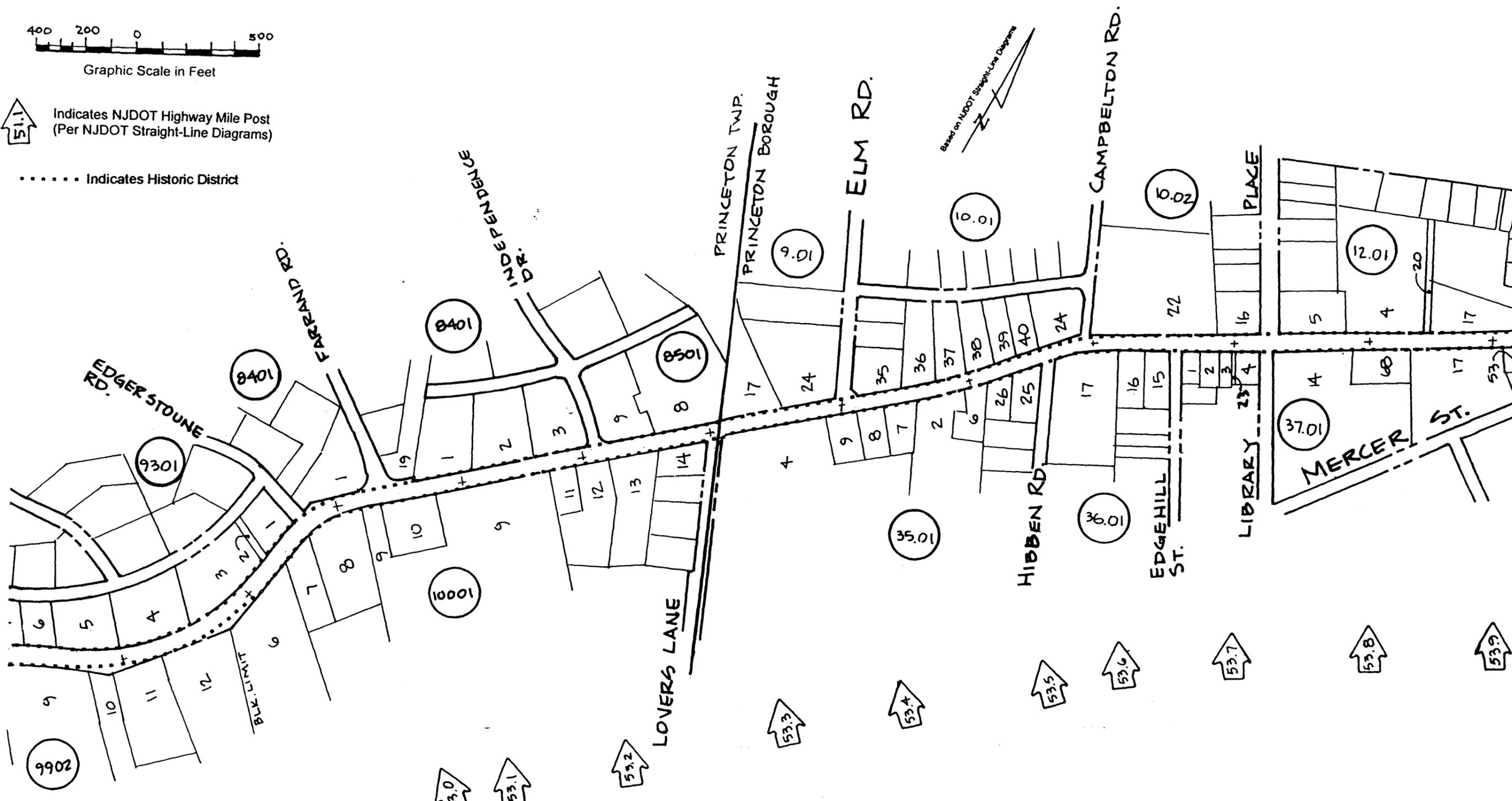
Based on NJDOT Straight-Line Diagrams



Graphic Scale in Feet

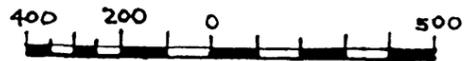
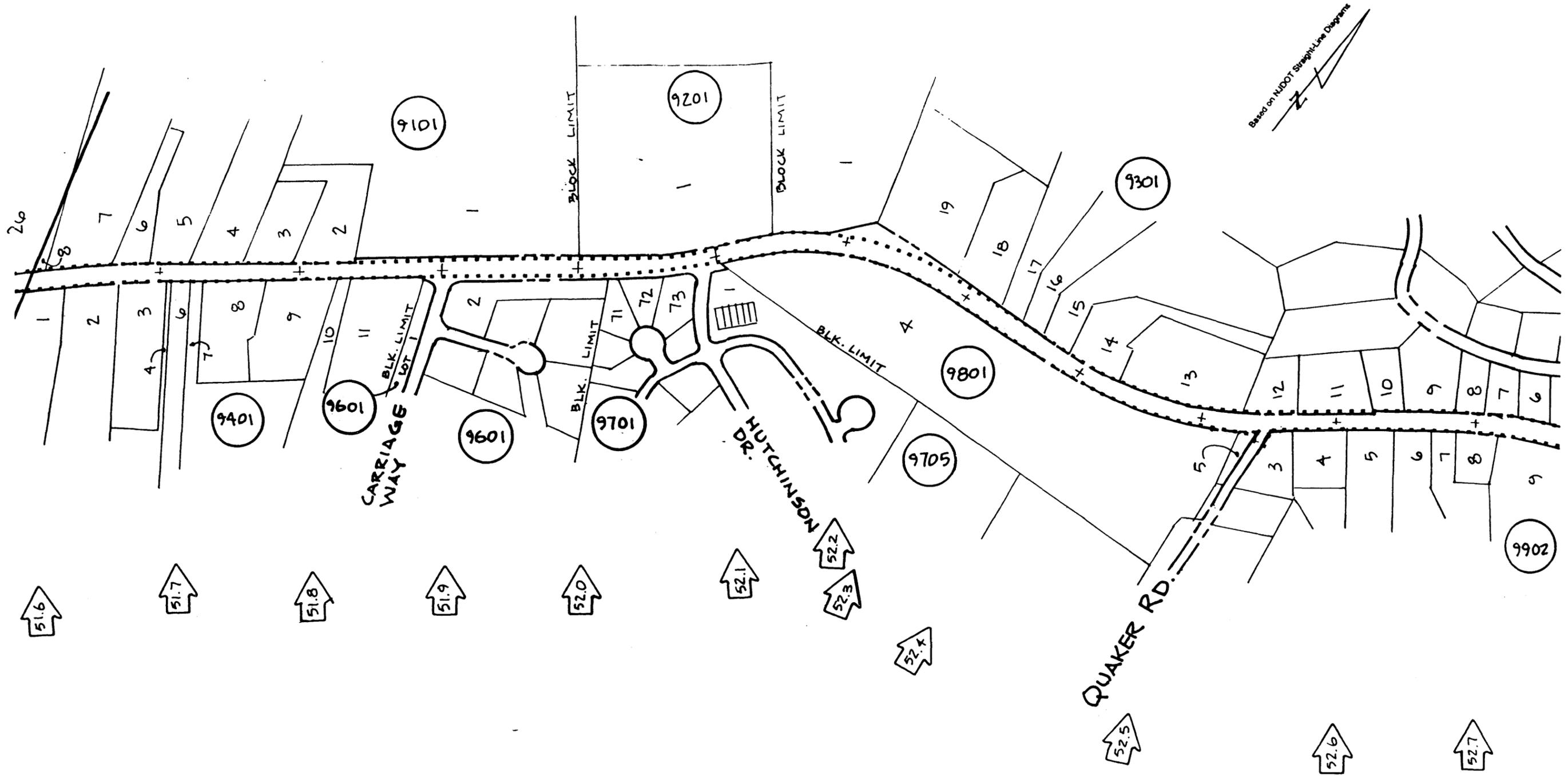
↑ 51.1  
Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District



**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 5A (Tax Block and Lot Designations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



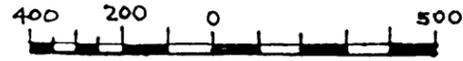
Graphic Scale in Feet

↑ 51.1  
Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 6A (Tax Block and Lot Designations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



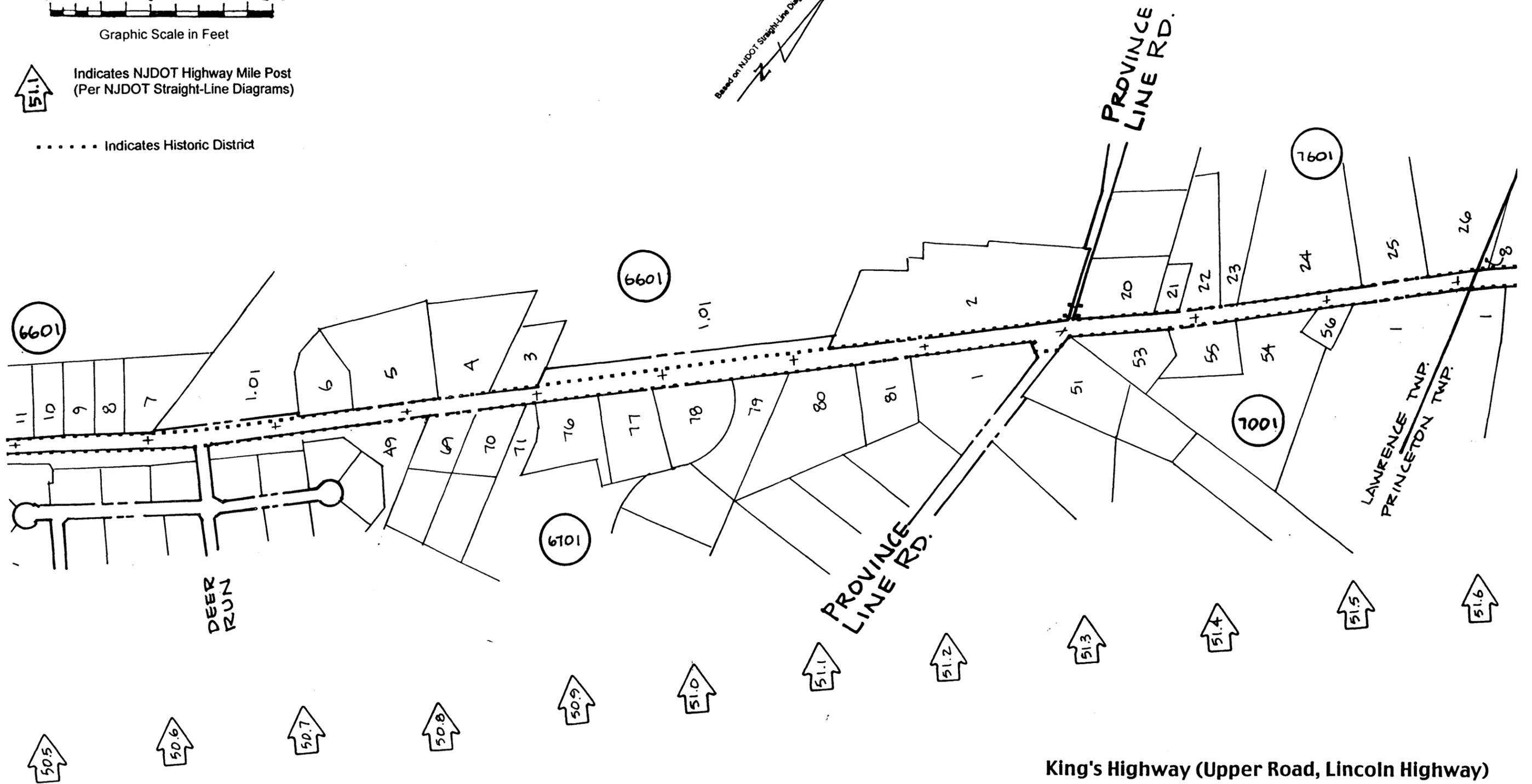
Graphic Scale in Feet



Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

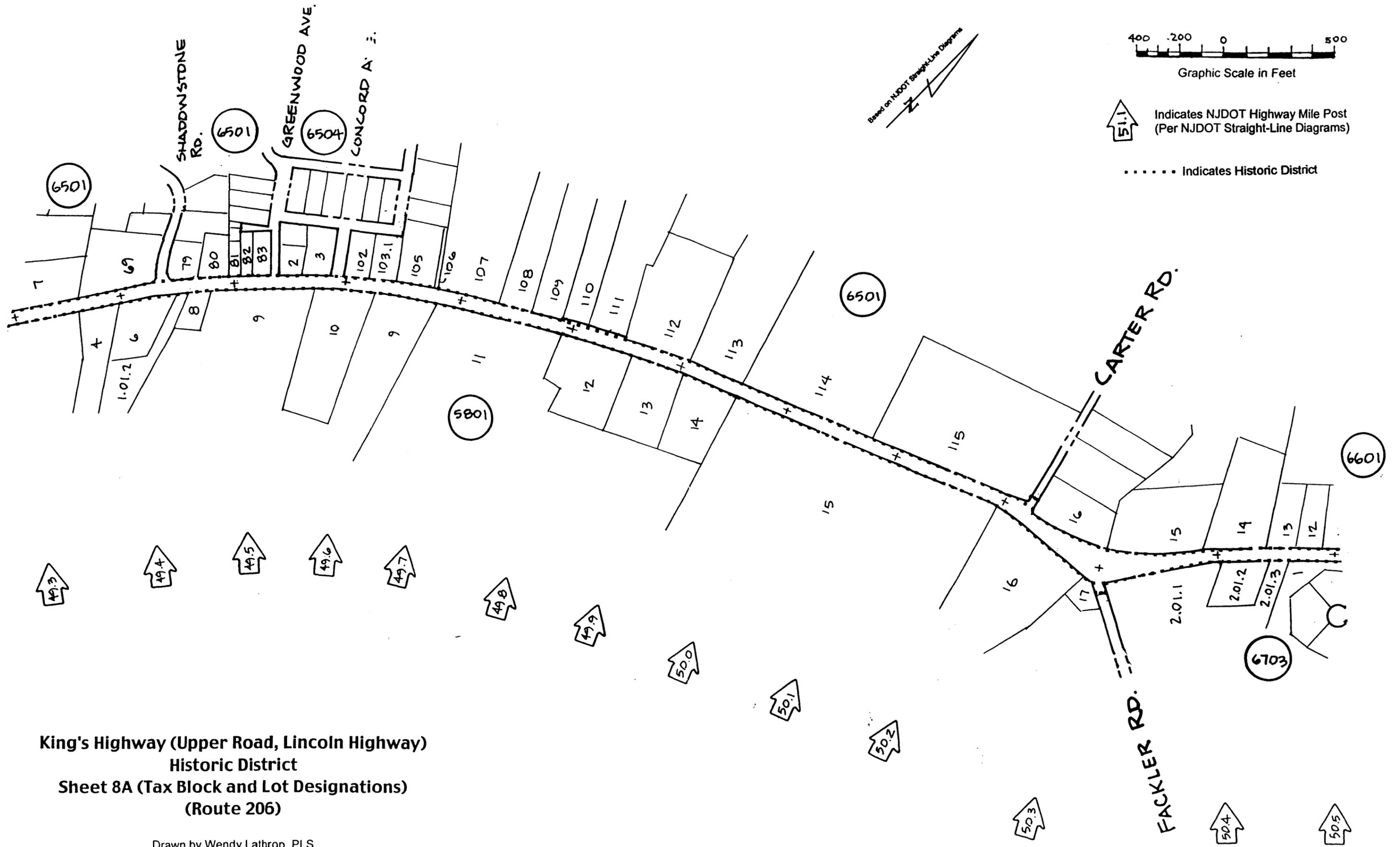
..... Indicates Historic District

Based on NJDOT Straight-Line Diagrams



**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 7A (Tax Block and Lot Designations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 8A (Tax Block and Lot Designations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

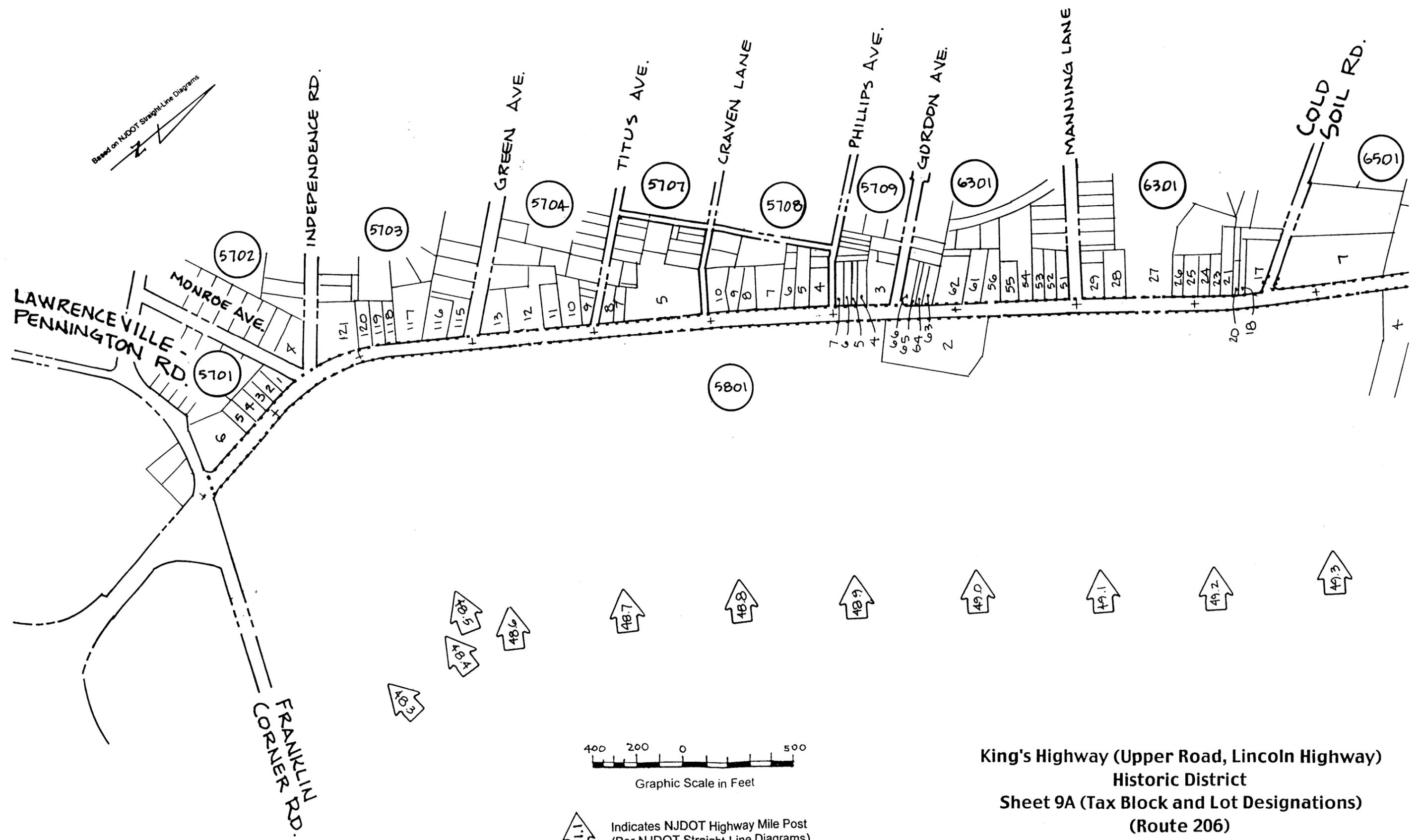


Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

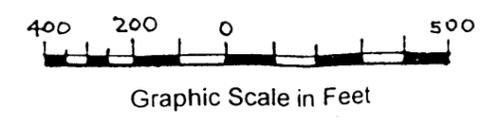
Based on NJDOT Straight-Line Diagrams

Based on NJDOT Straight-Line Diagrams



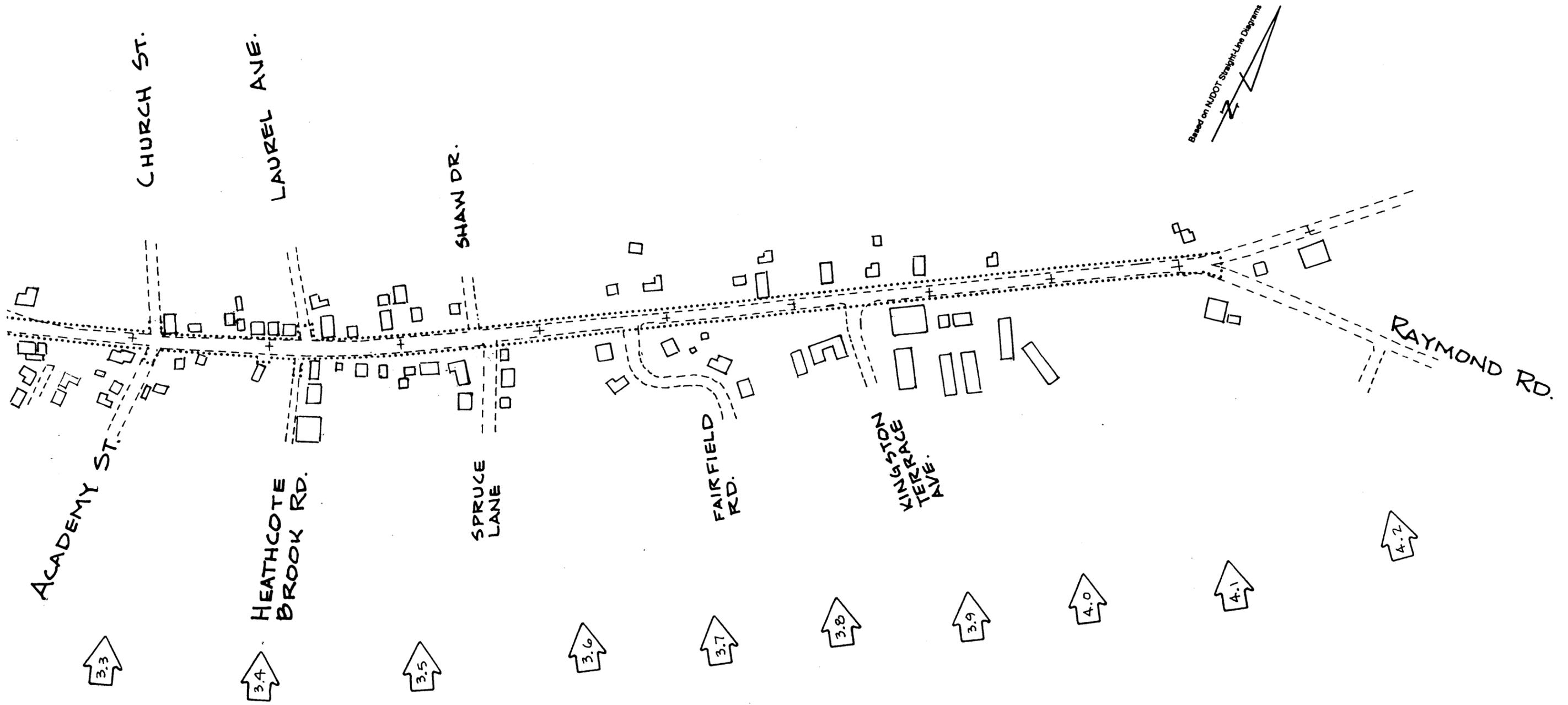
**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 9A (Tax Block and Lot Designations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



↑ 51.1 Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District



Based on NJDOT Straight-Line Diagrams

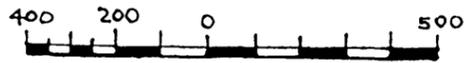


 Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 1B (Present Paving and Building Locations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

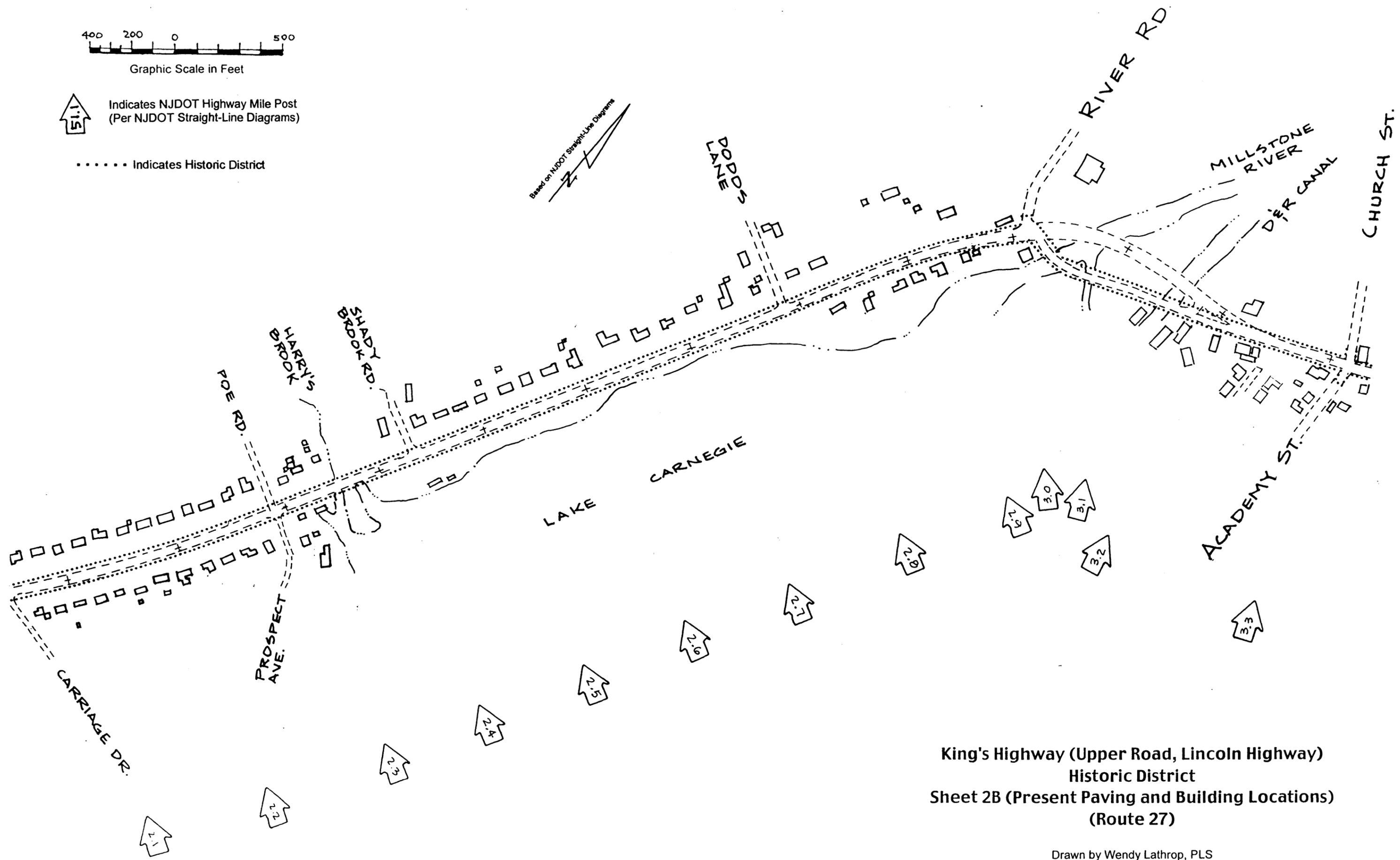


Graphic Scale in Feet

↑ 51.5  
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(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

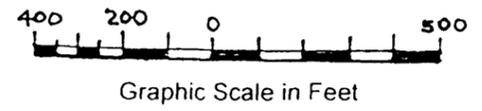
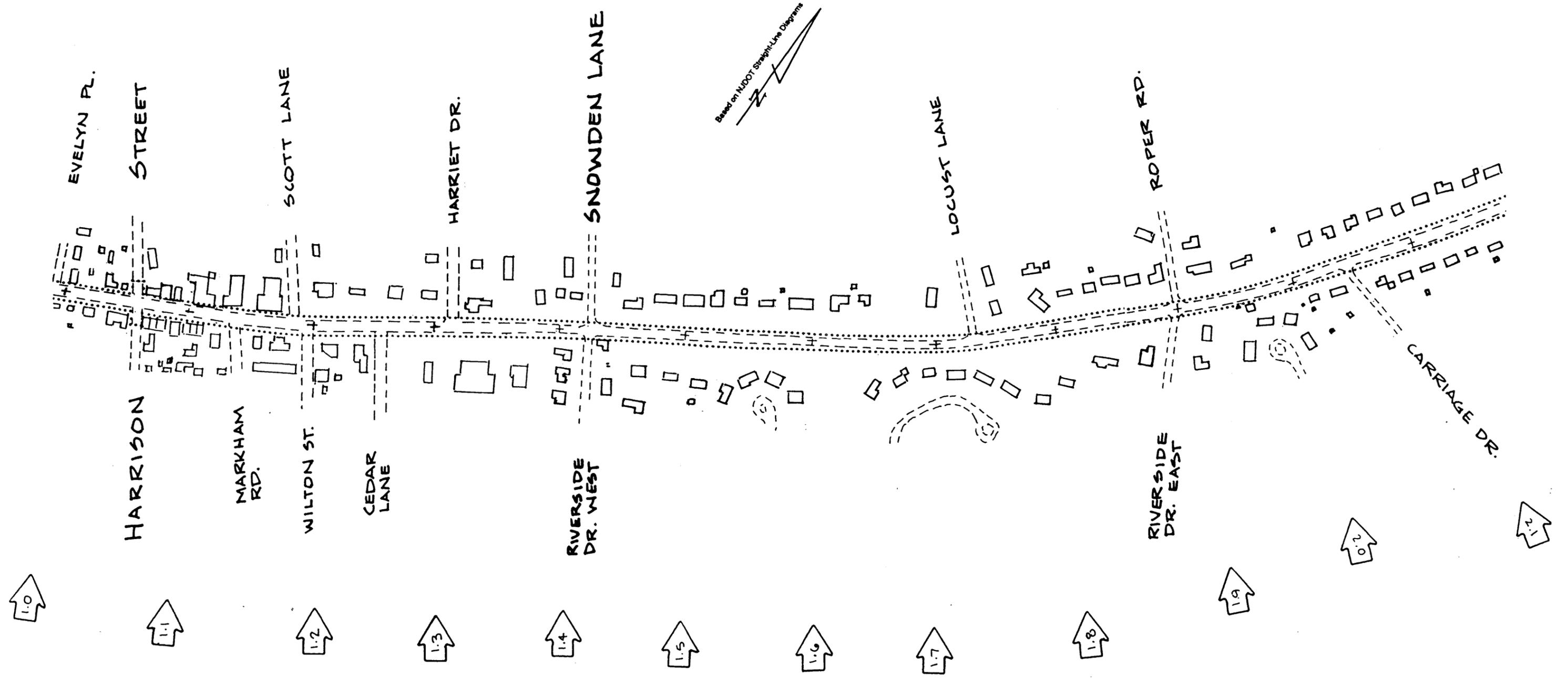
Based on NJDOT Straight-Line Diagrams



**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 2B (Present Paving and Building Locations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

Based on NJDOT Straight-Line Diagrams

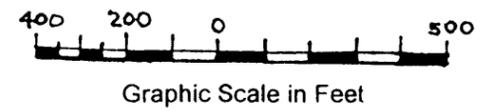


 Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 3B (Present Paving and Building Locations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



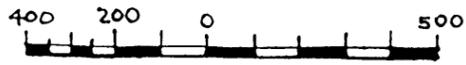
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↑ 0.0  
↑ 0.1  
↑ 0.2  
↑ 0.3  
↑ 0.4  
↑ 0.5  
↑ 0.6  
↑ 0.7  
↑ 0.8  
↑ 0.9  
↑ 1.0

Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 4B (Present Paving and Building Locations)  
(Route 206 and Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



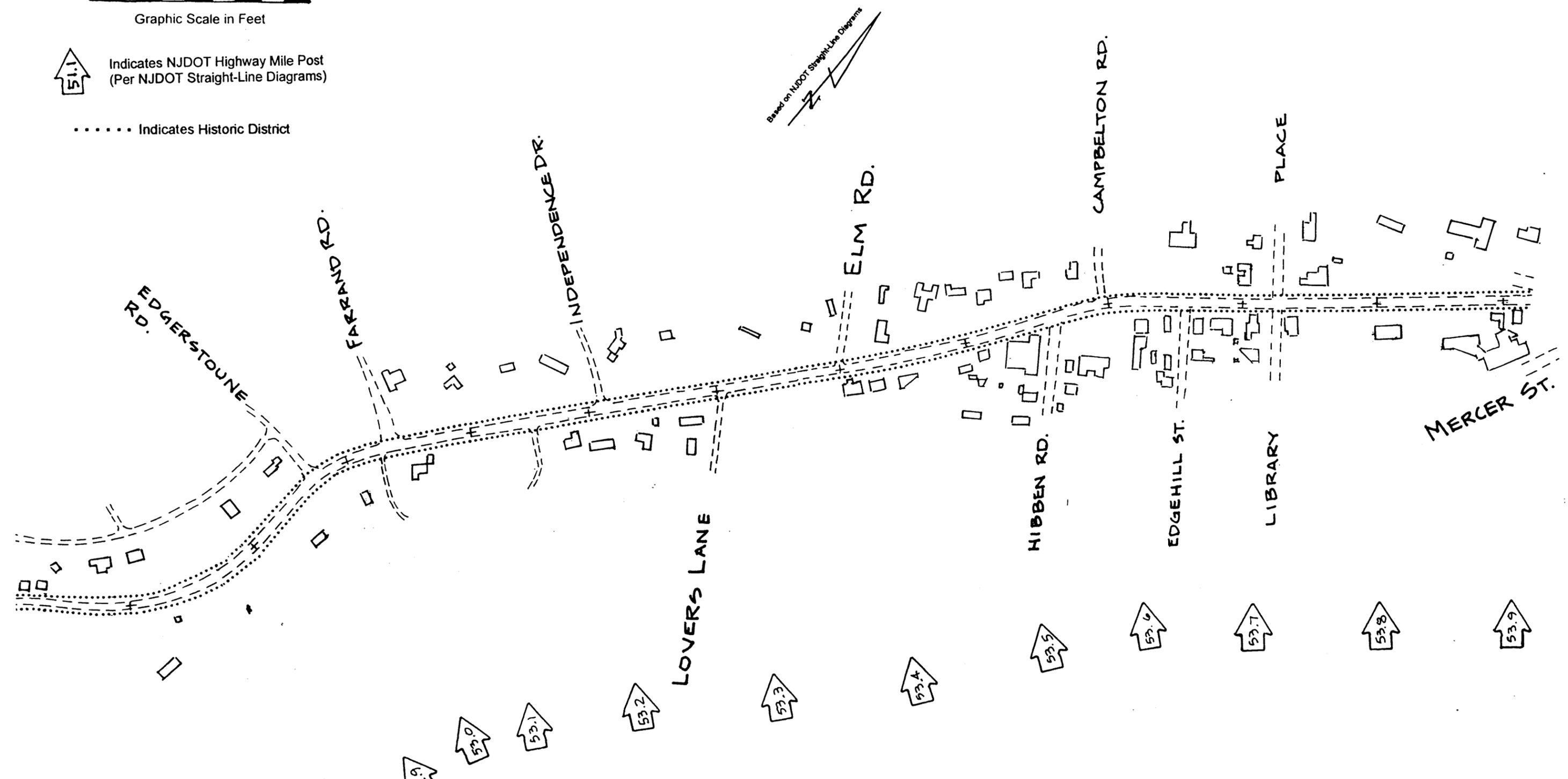
Graphic Scale in Feet



Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

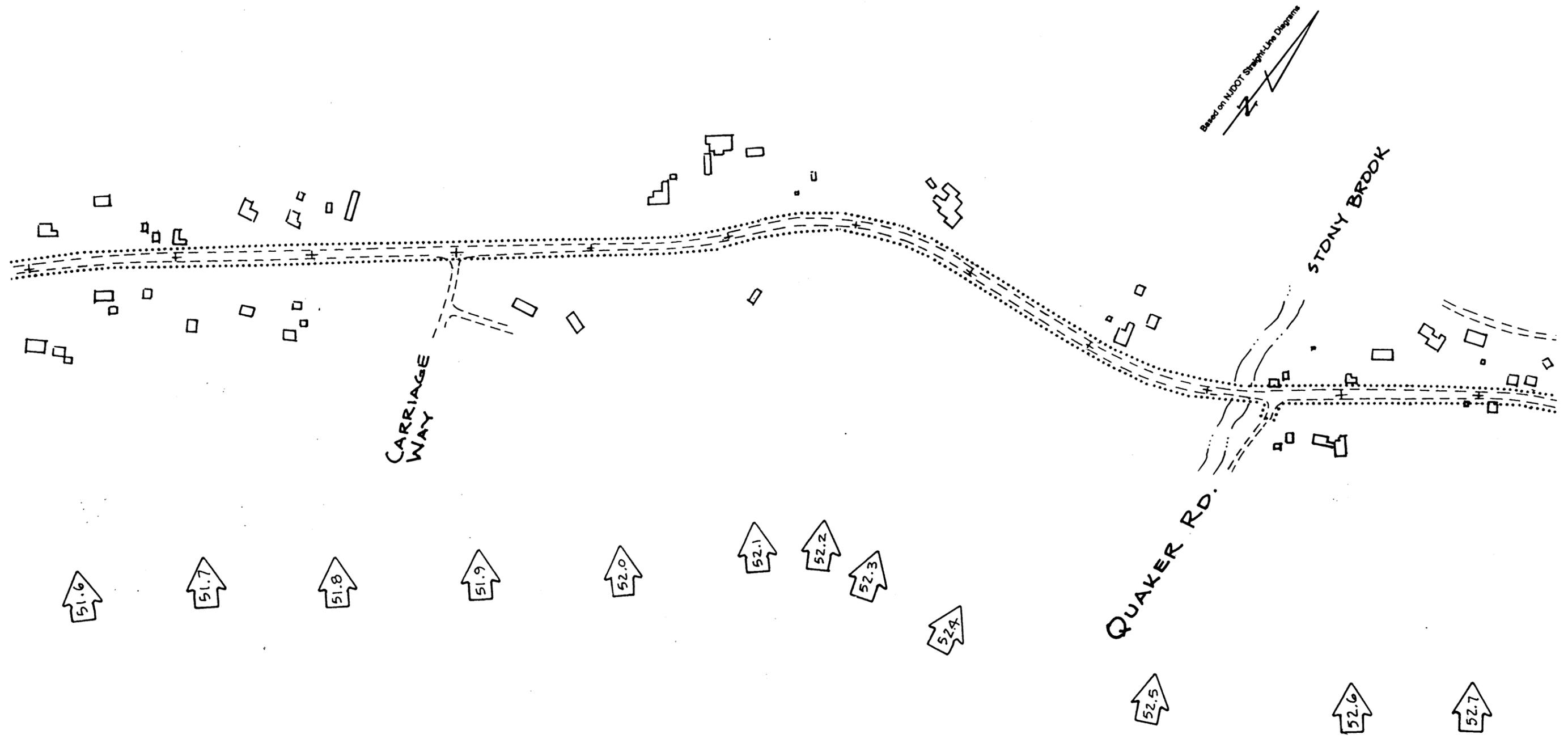
Based on NJDOT Straight-Line Diagrams



**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 5B (Present Paving and Building Locations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



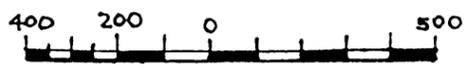


Based on NJDOT Straight-Line Diagrams

CARRIAGE WAY

STONY BROOK

QUAKER RD.



Graphic Scale in Feet

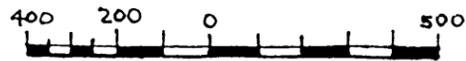


Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 6B (Present Paving and Building Locations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



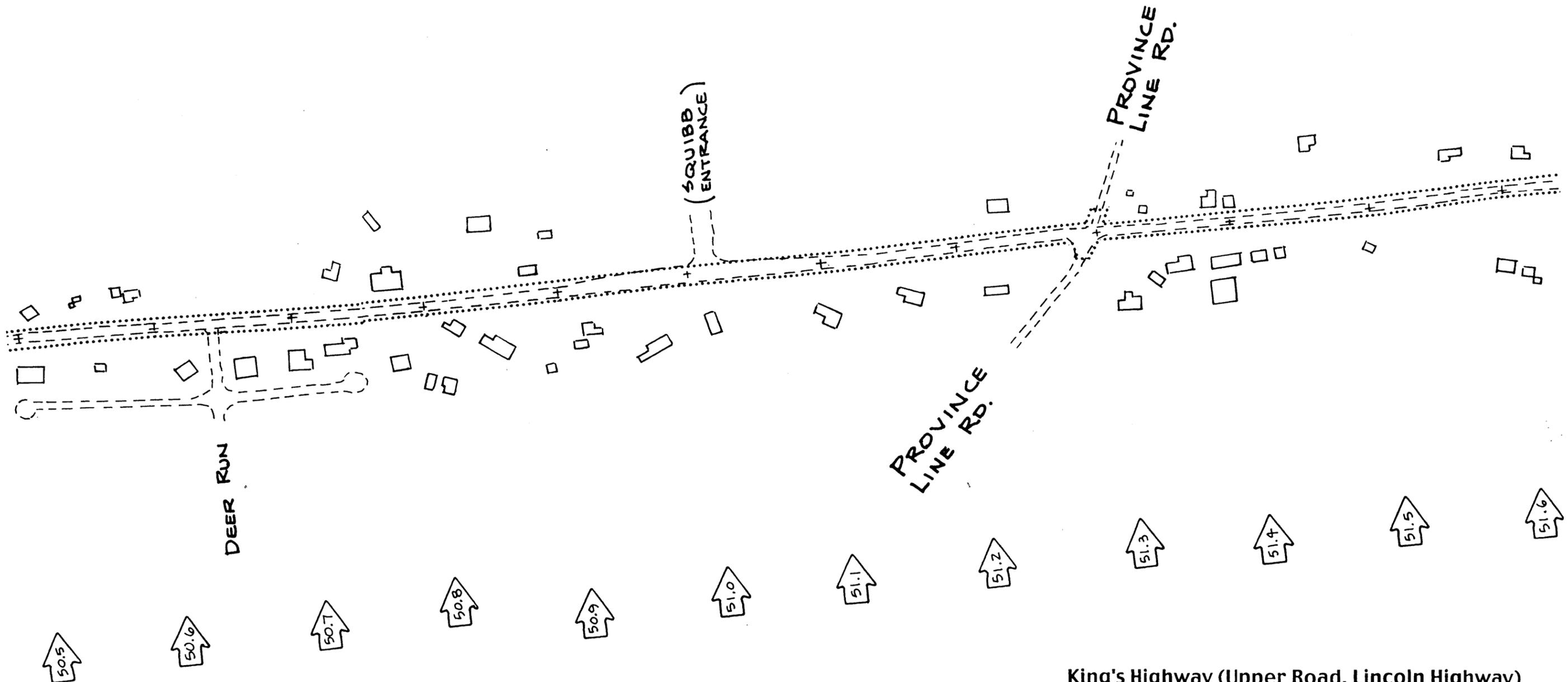
Graphic Scale in Feet



Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Indicates Historic District

Based on NJDOT Straight-Line Diagrams

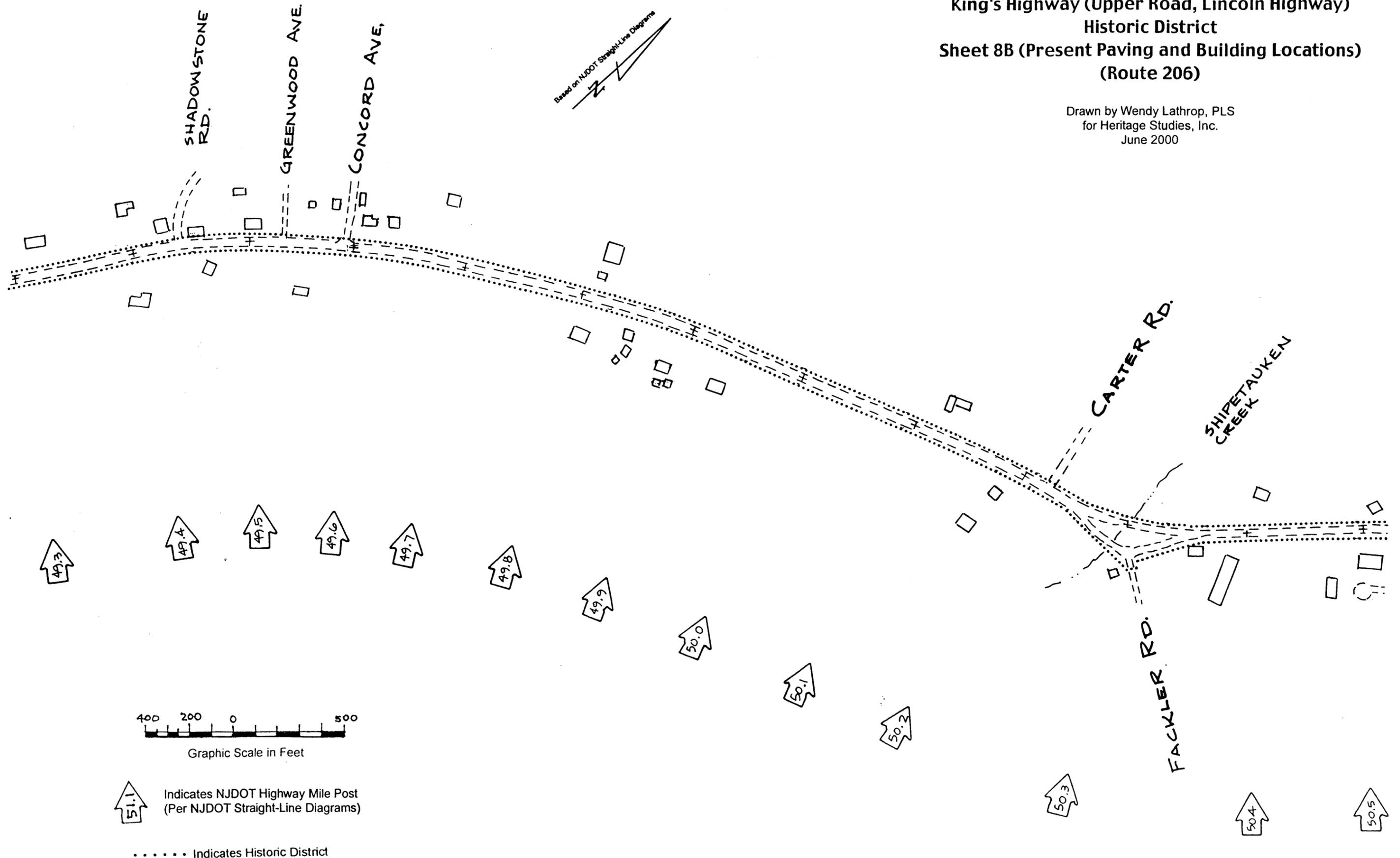


**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 7B (Present Paving and Building Locations)  
(Route 206)**

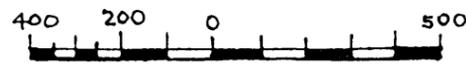
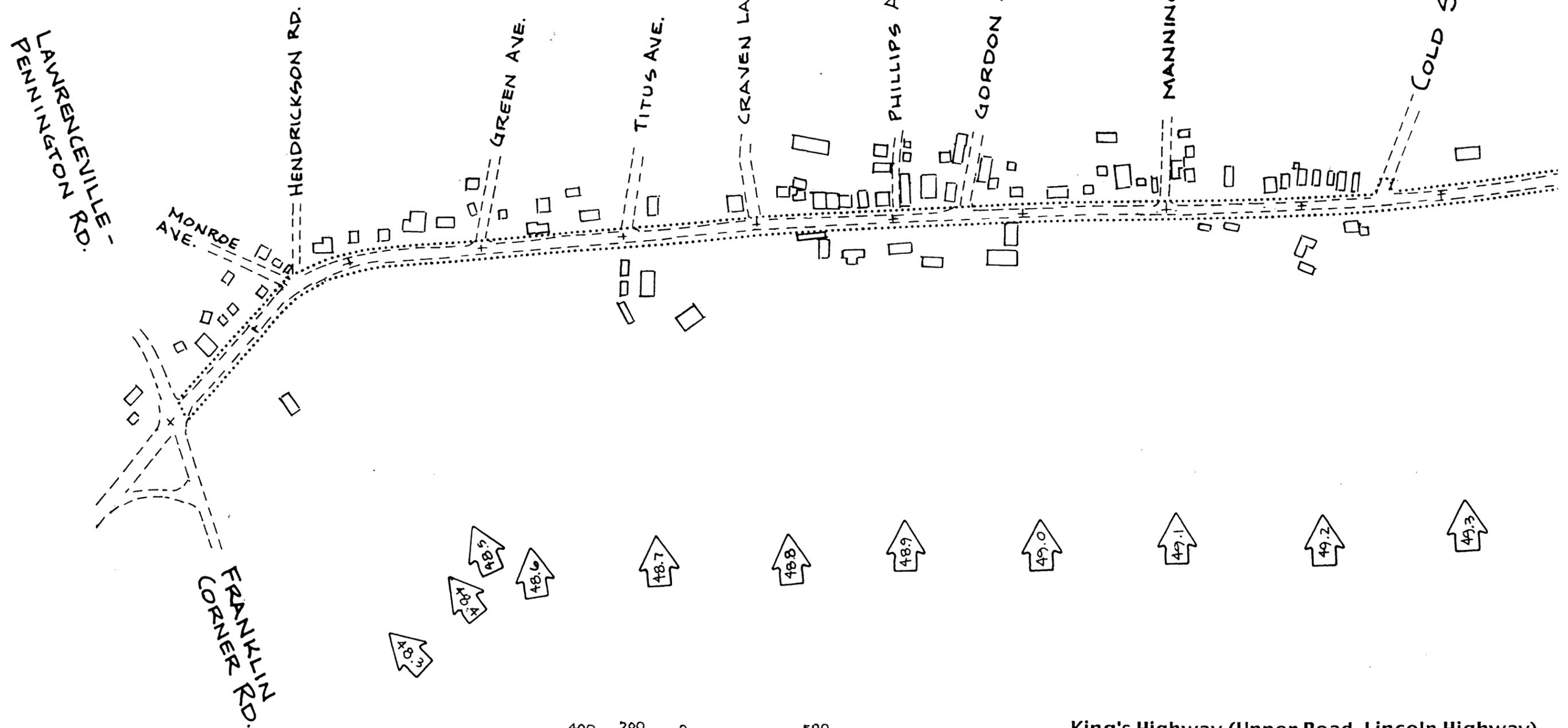
Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 8B (Present Paving and Building Locations)  
(Route 206)

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



Based on NJDOT Straight-Line Diagrams



Graphic Scale in Feet

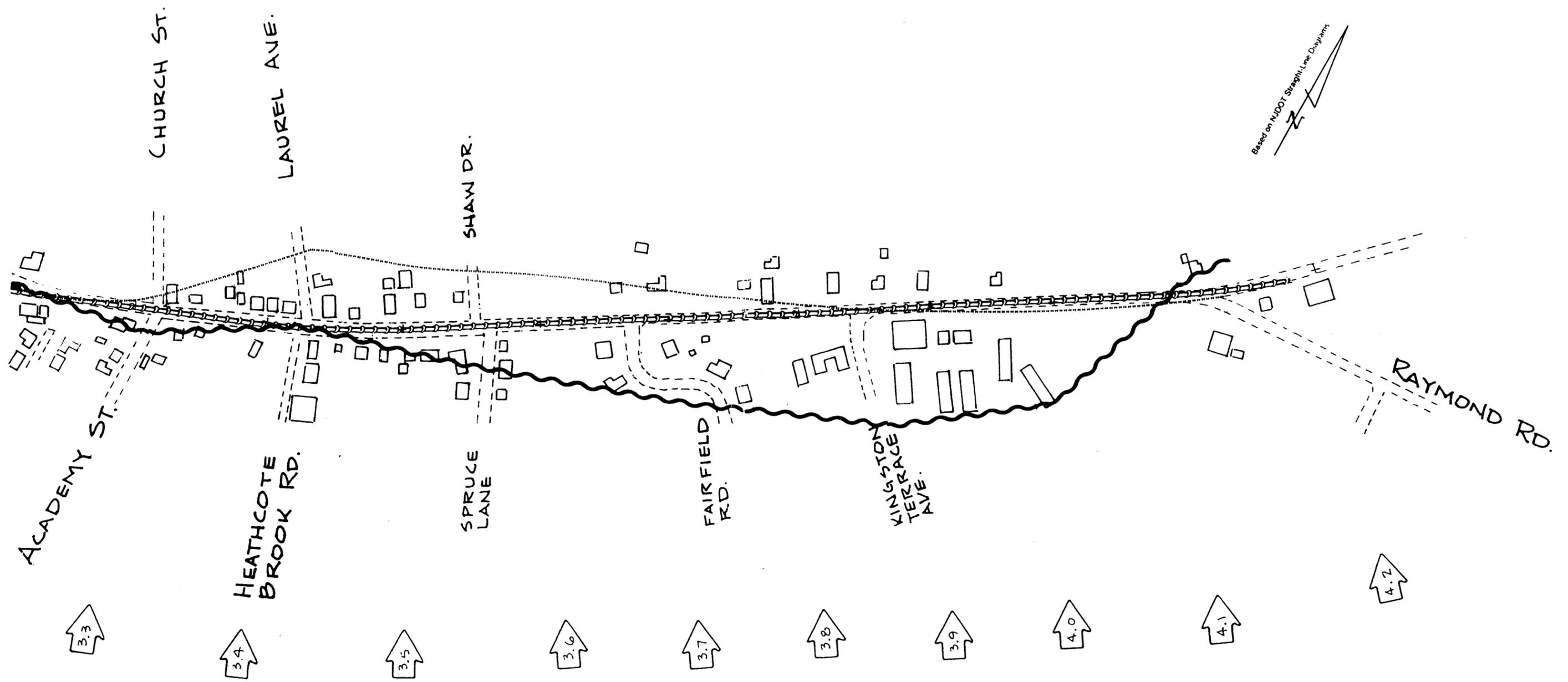
↑ 51.1 Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

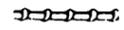
..... Indicates Historic District

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 9B (Present Paving and Building Locations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

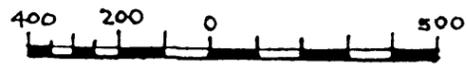
Based on NJDOT Straight-Line Diagrams



-  Indicates NJDOT Highway Mile Post (Per NJDOT Straight-Line Diagrams)
-  Centerline of Road 1712
-  Centerline of Road 1765
-  Centerline of Road 1807

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 1C (Historic Road Alignment Locations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

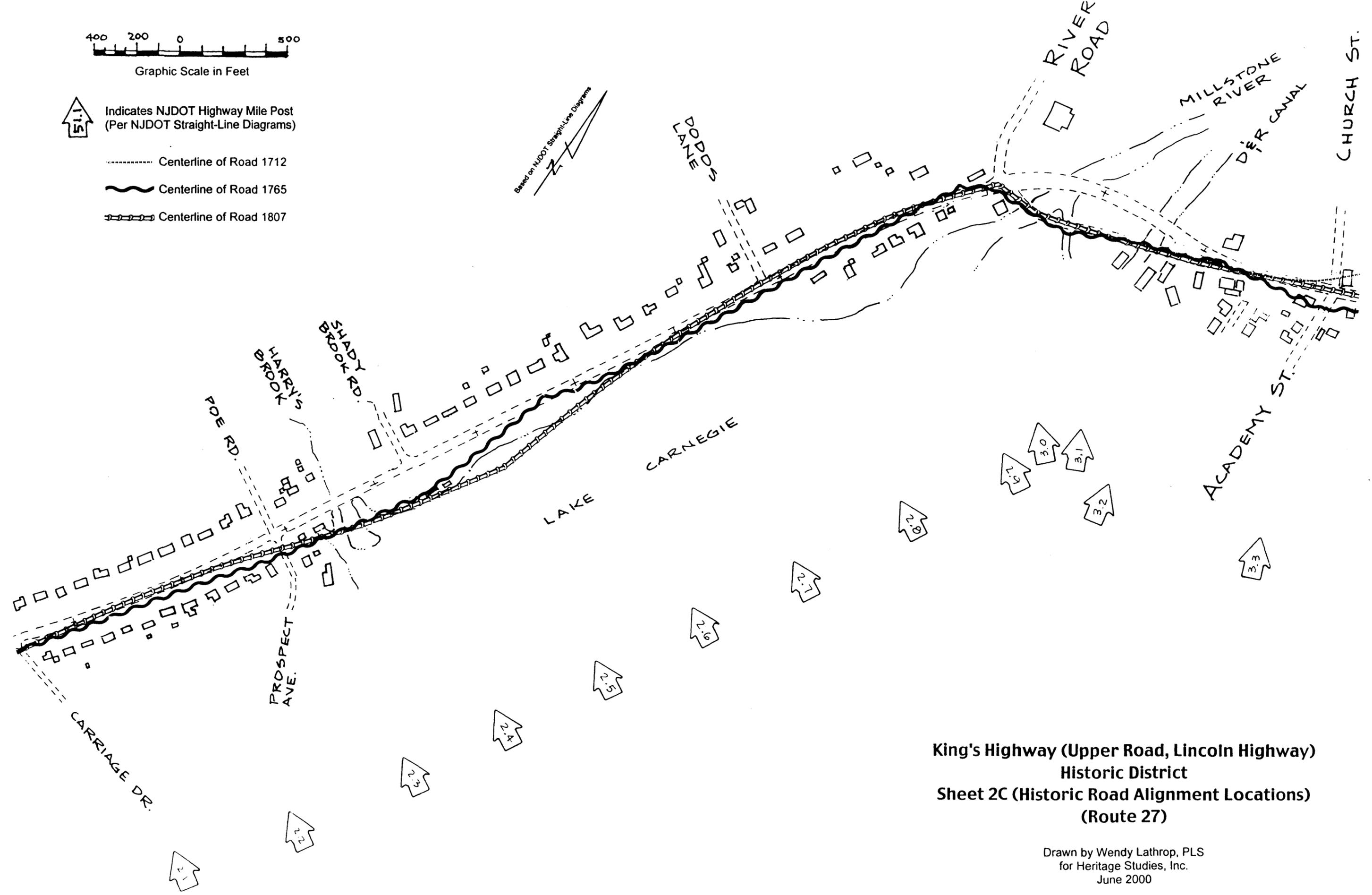


Graphic Scale in Feet

↑ 1.5  
Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

- ..... Centerline of Road 1712
- ~~~~~ Centerline of Road 1765
- |---|---| Centerline of Road 1807

Based on NJDOT Straight-Line Diagrams



**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 2C (Historic Road Alignment Locations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



 Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Centerline of Road 1712

~~~~~ Centerline of Road 1765

- - - - - Centerline of Road 1807

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 3C (Historic Road Alignment Locations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

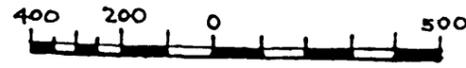


 Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

-  Centerline of Road 1712
-  Centerline of Road 1765
-  Centerline of Road 1807

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 4C (Historic Road Alignment Locations)  
(Route 206 and Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



Graphic Scale in Feet

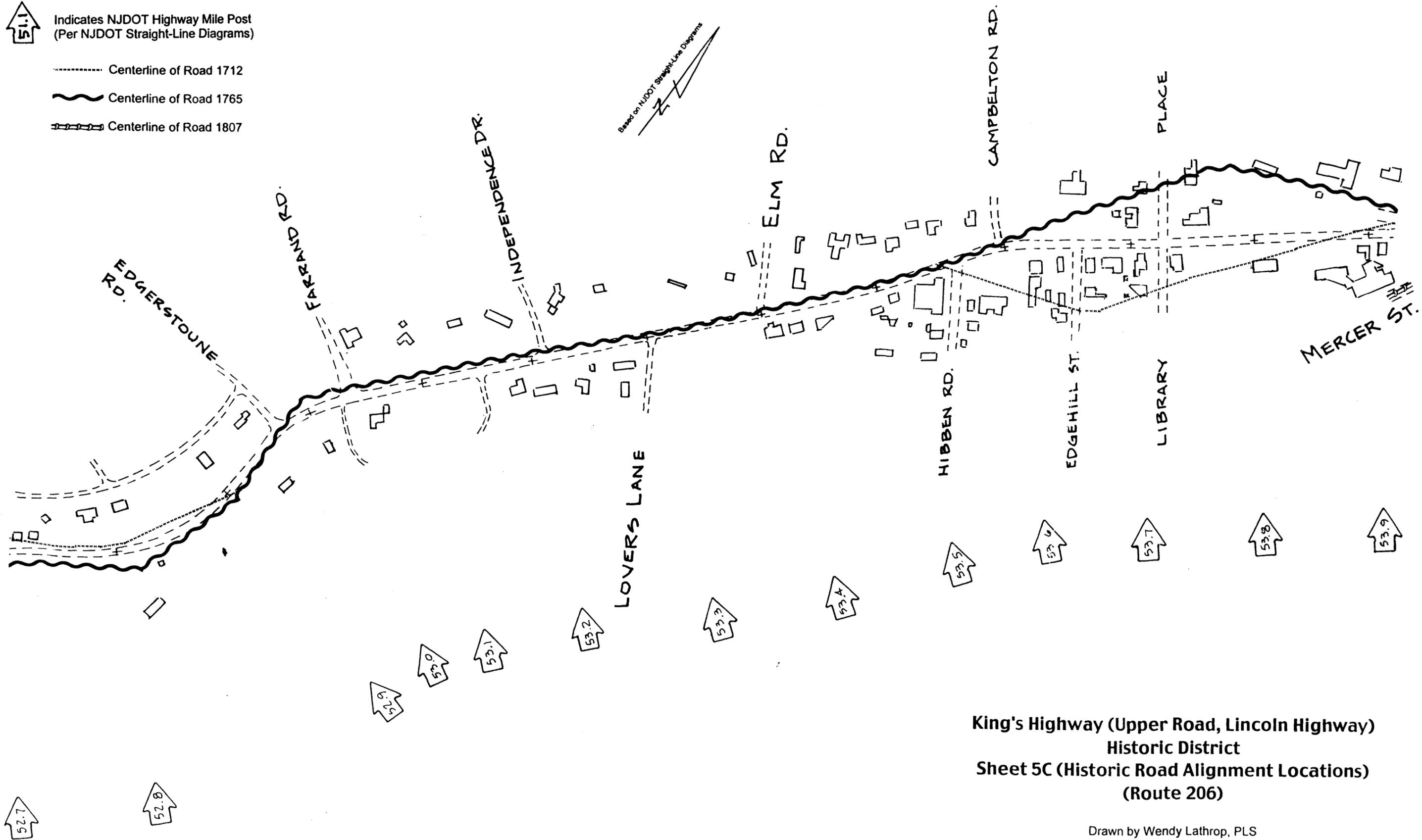
↑ 52.5  
Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Centerline of Road 1712

~~~~~ Centerline of Road 1765

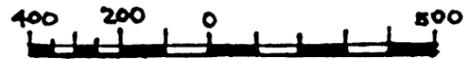
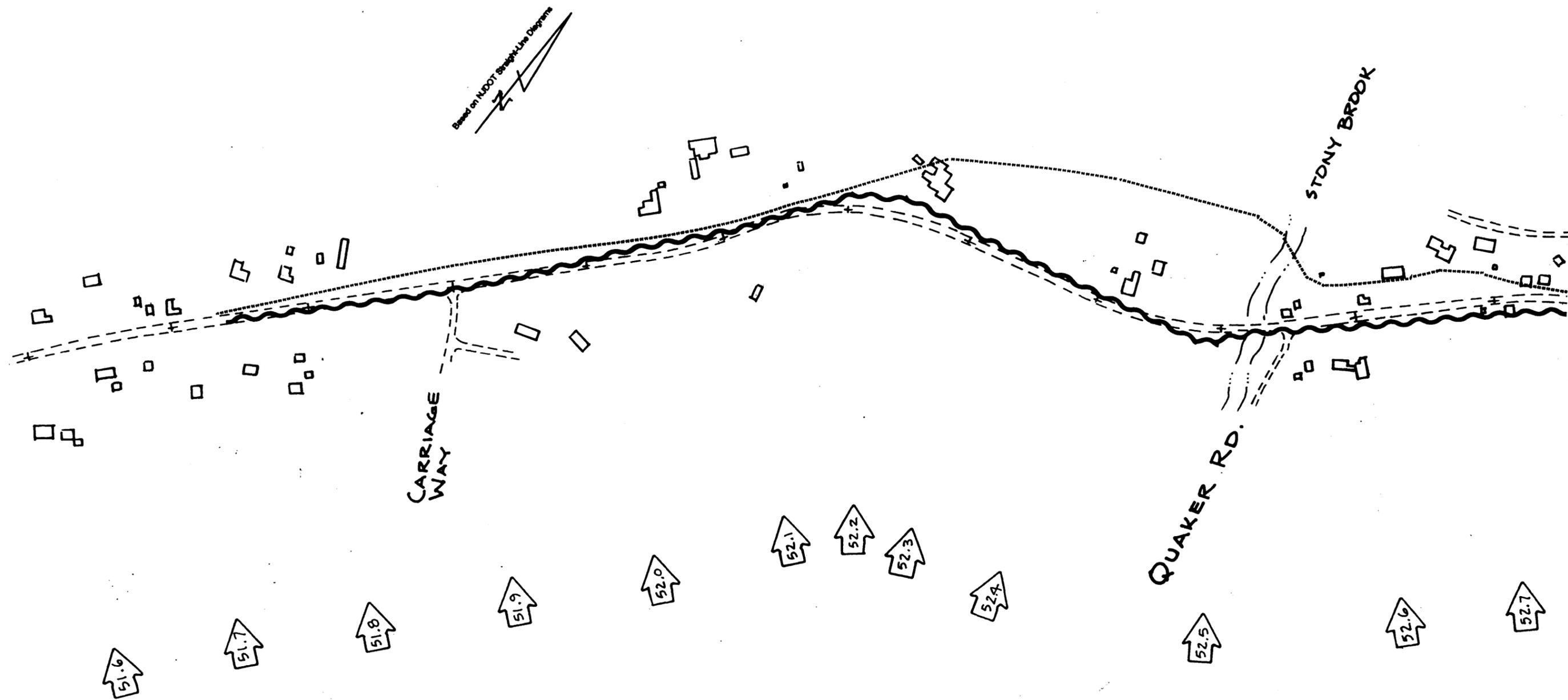
--- --- --- Centerline of Road 1807

Based on NJDOT Straight-Line Diagrams



**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 5C (Historic Road Alignment Locations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



Graphic Scale in Feet

 Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

..... Centerline of Road 1712

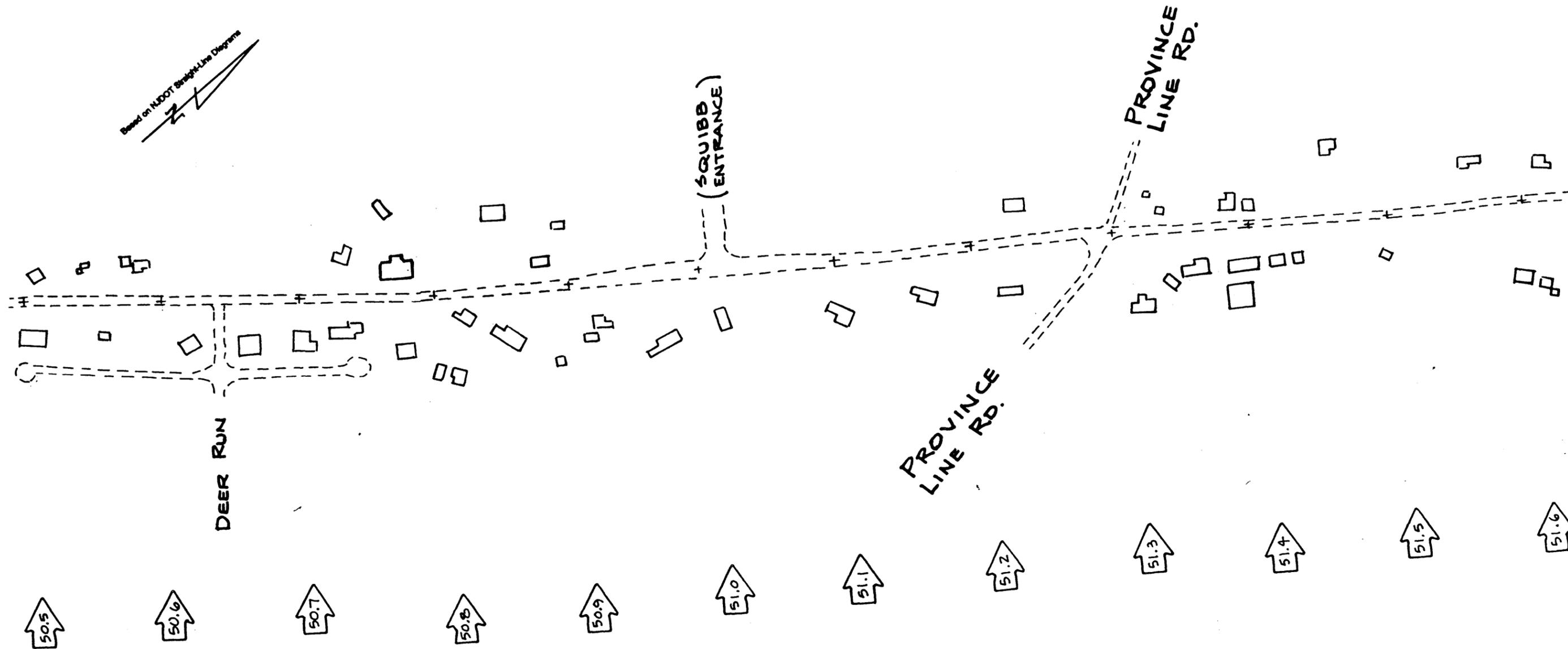
~~~~~ Centerline of Road 1765

==== Centerline of Road 1807

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 6C (Historic Road Alignment Locations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

Based on NJDOT Straight-Line Diagrams



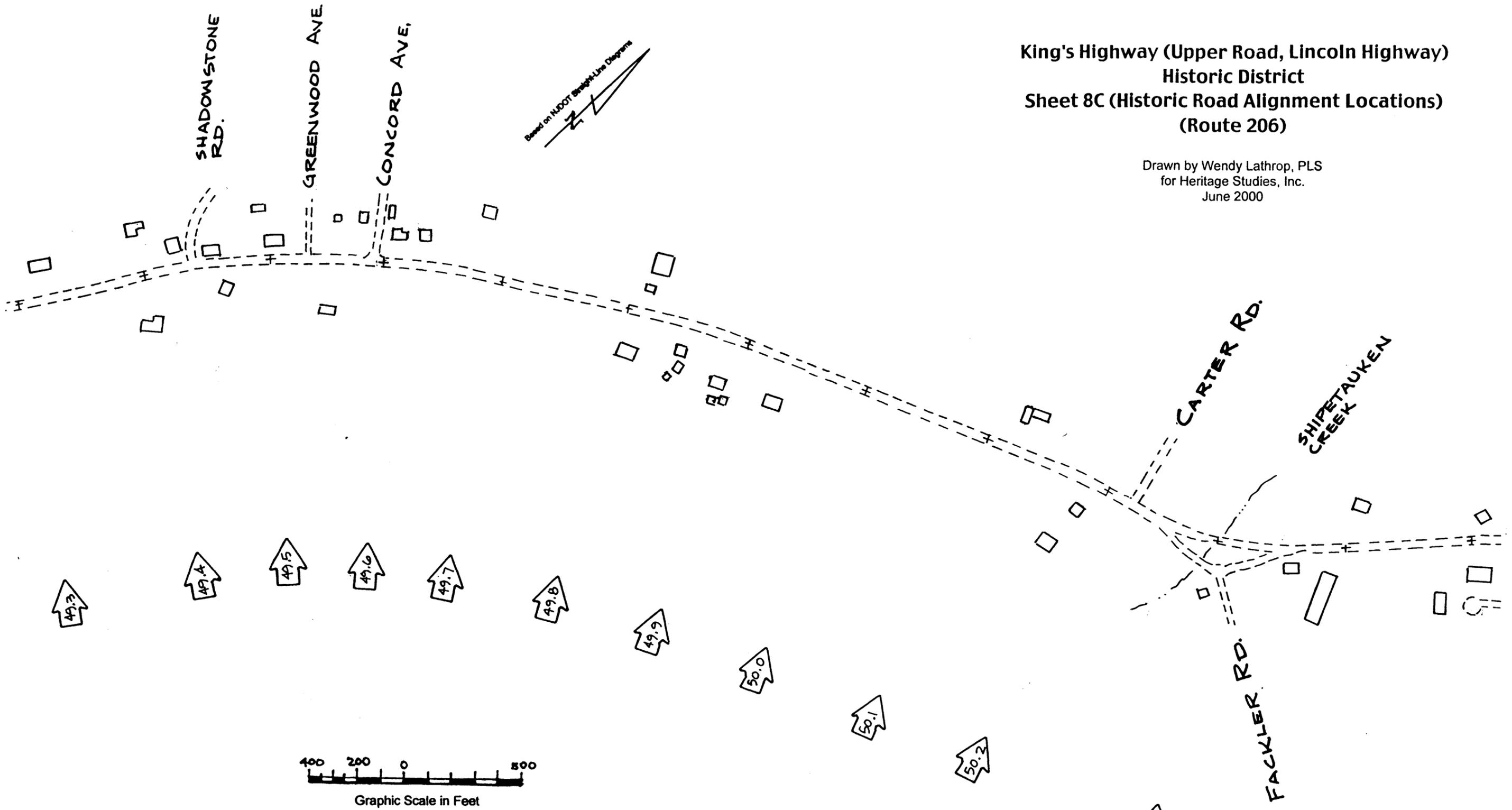
-  Indicates NJDOT Highway Mile Post (Per NJDOT Straight-Line Diagrams)
-  Centerline of Road 1712
-  Centerline of Road 1765
-  Centerline of Road 1807

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 7C (Historic Road Alignment Locations)  
(Route 206)**

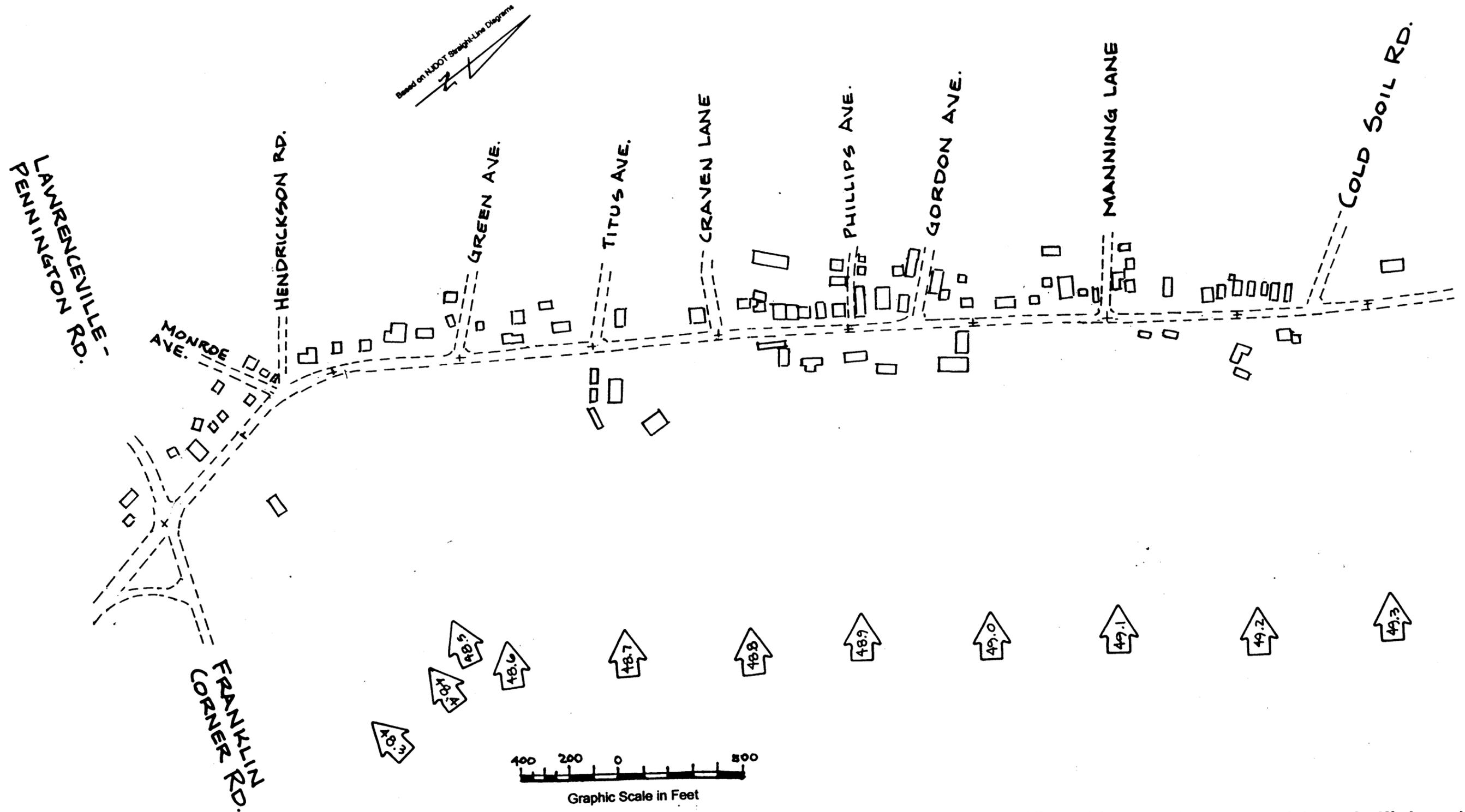
Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

King's Highway (Upper Road, Lincoln Highway)  
 Historic District  
 Sheet 8C (Historic Road Alignment Locations)  
 (Route 206)

Drawn by Wendy Lathrop, PLS  
 for Heritage Studies, Inc.  
 June 2000



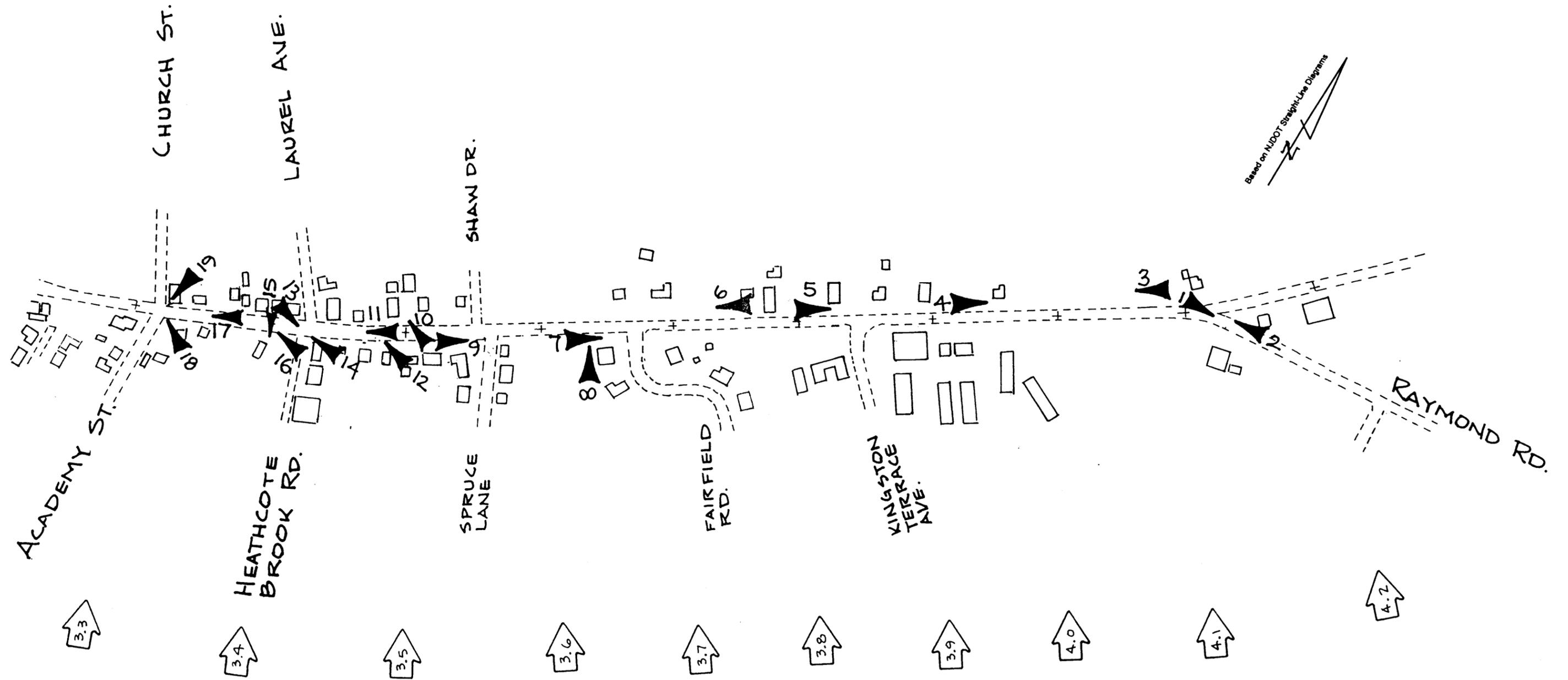
-  Indicates NJDOT Highway Mile Post  
 (Per NJDOT Straight-Line Diagrams)
-  Centerline of Road 1712
-  Centerline of Road 1765
-  Centerline of Road 1807



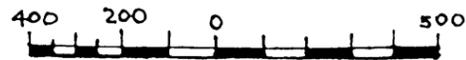
-  Indicates NJDOT Highway Mile Post (Per NJDOT Straight-Line Diagrams)
-  Centerline of Road 1712
-  Centerline of Road 1765
-  Centerline of Road 1807

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 9C (Historic Road Alignment Locations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



Based on NJDOT Straight-Line Diagrams



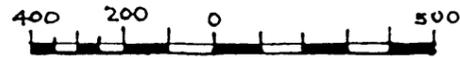
Graphic Scale in Feet

↑ Indicates NJDOT Highway Mile Post (Per NJDOT Straight-Line Diagrams)

42 → Tip of arrow indicates location and direction of photograph  
Number indicates photograph as identified in report

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 1D (Photograph Locations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

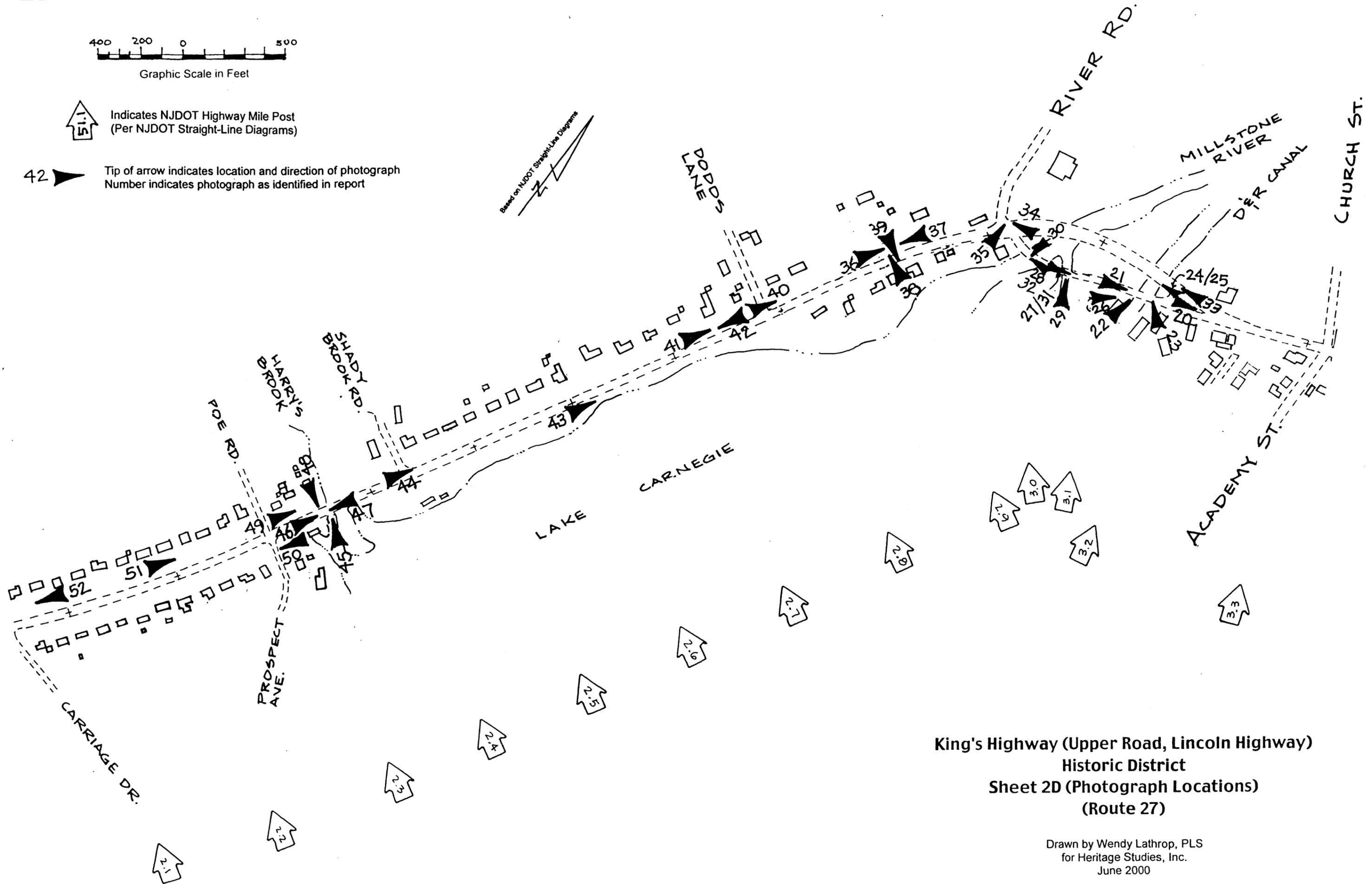


Graphic Scale in Feet

↑ 51  
Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

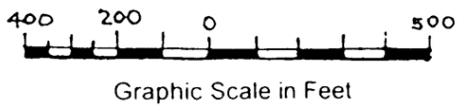
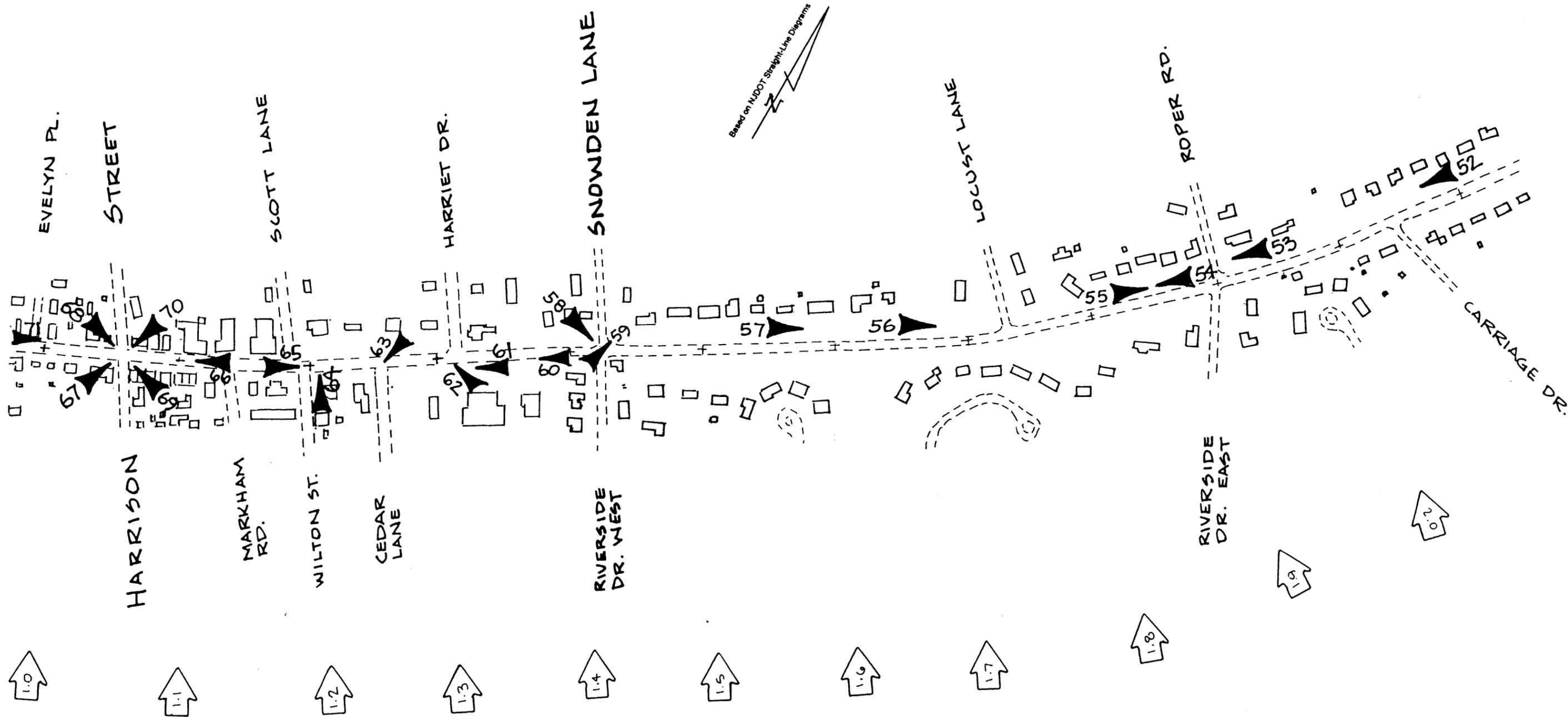
42 → Tip of arrow indicates location and direction of photograph  
Number indicates photograph as identified in report

Based on NJDOT Straight-Line Diagrams



**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 2D (Photograph Locations)  
(Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

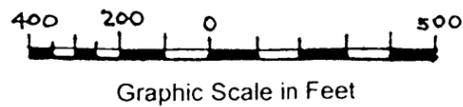
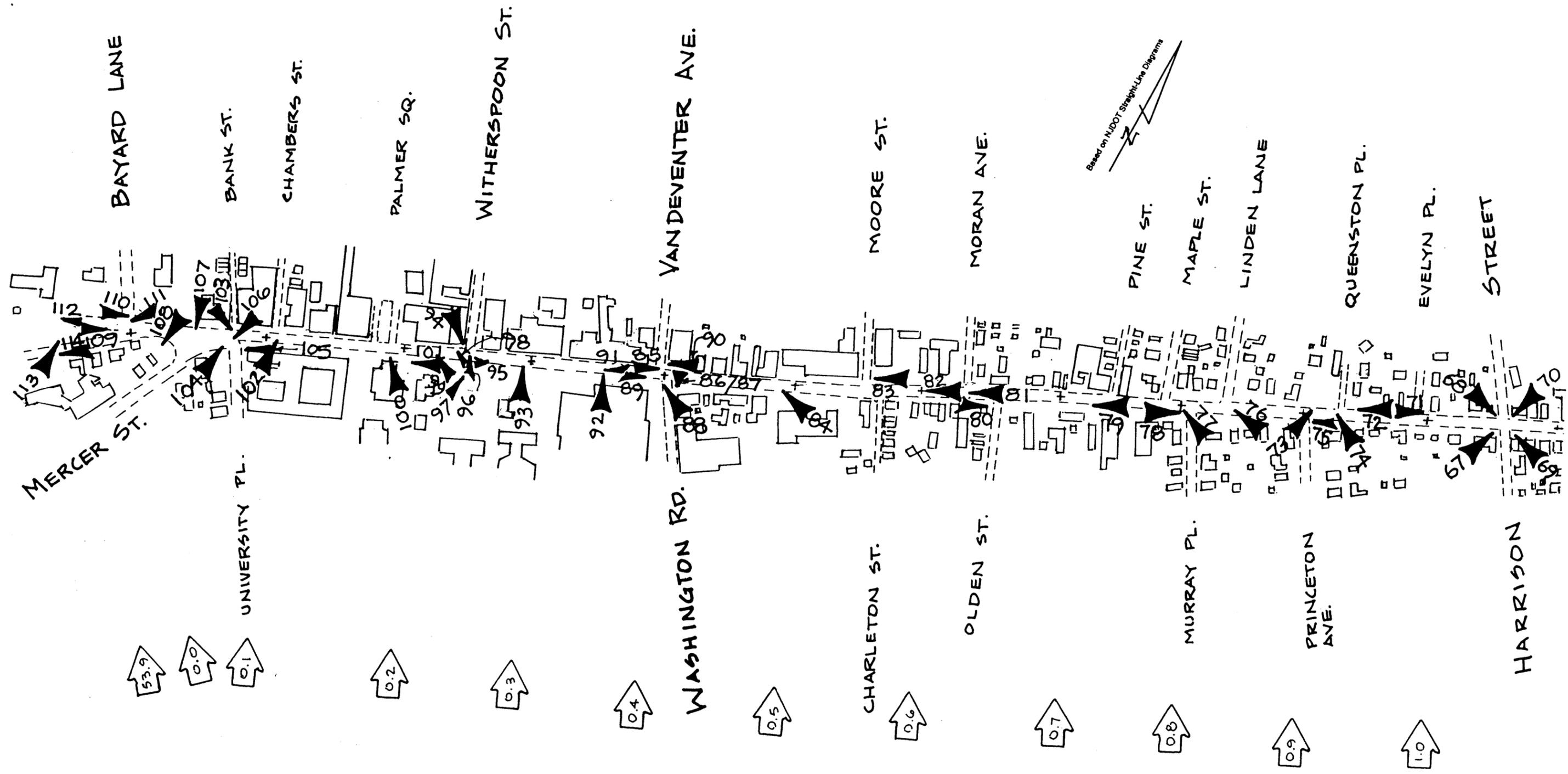


Indicates NJDOT Highway Mile Post  
 (Per NJDOT Straight-Line Diagrams)

Tip of arrow indicates location and direction of photograph  
 Number indicates photograph as identified in report

**King's Highway (Upper Road, Lincoln Highway)**  
**Historic District**  
**Sheet 3D (Photograph Locations)**  
**(Route 27)**

Drawn by Wendy Lathrop, PLS  
 for Heritage Studies, Inc.  
 June 2000

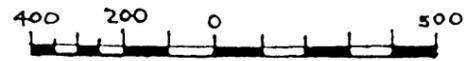


 Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

42  Tip of arrow indicates location and direction of photograph  
Number indicates photograph as identified in report

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 4D (Photograph Locations)  
(Route 206 and Route 27)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

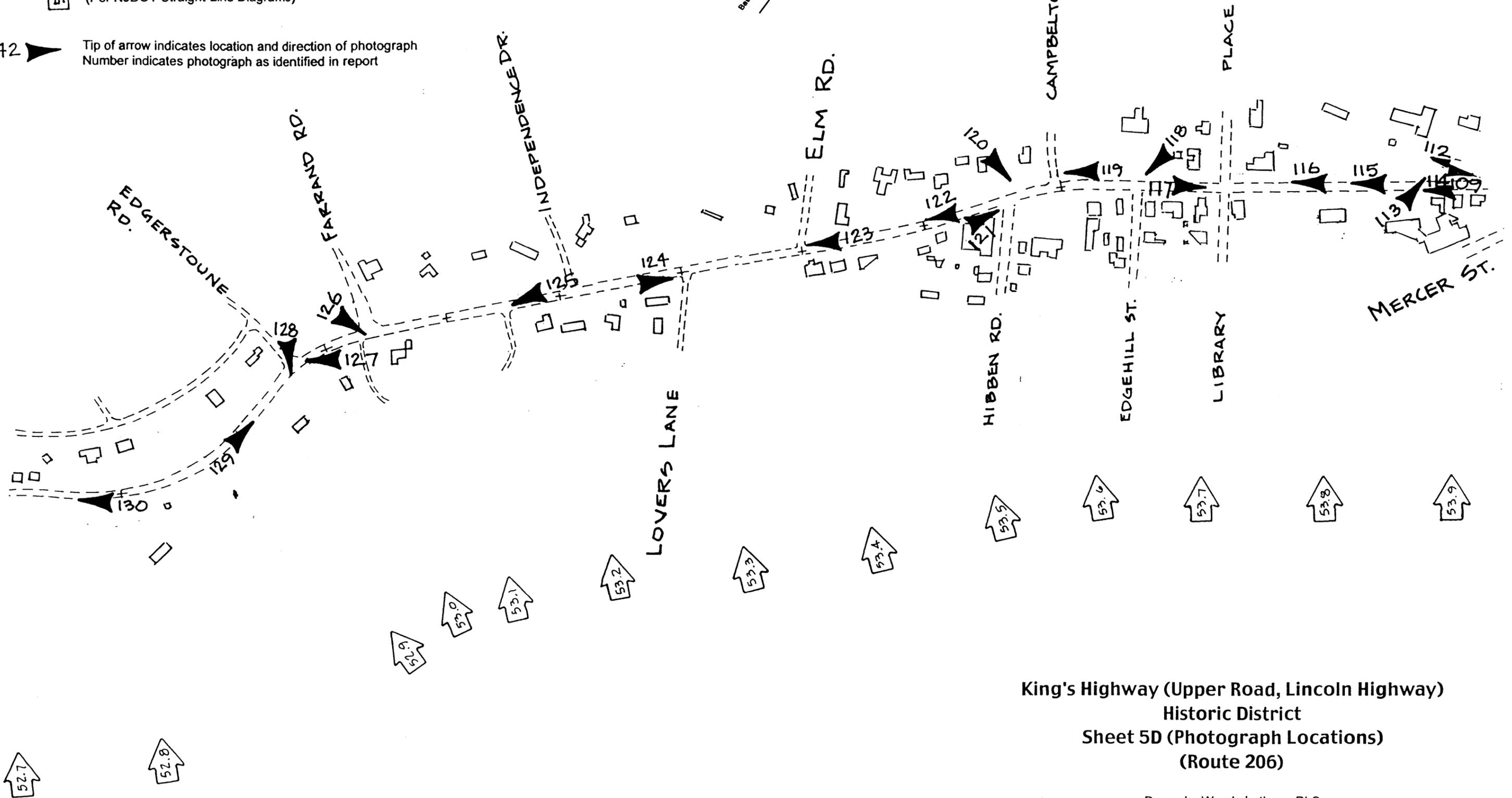


Graphic Scale in Feet

↑ 51.1  
Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

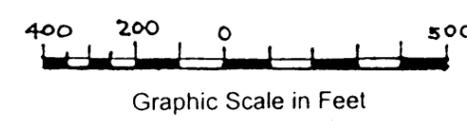
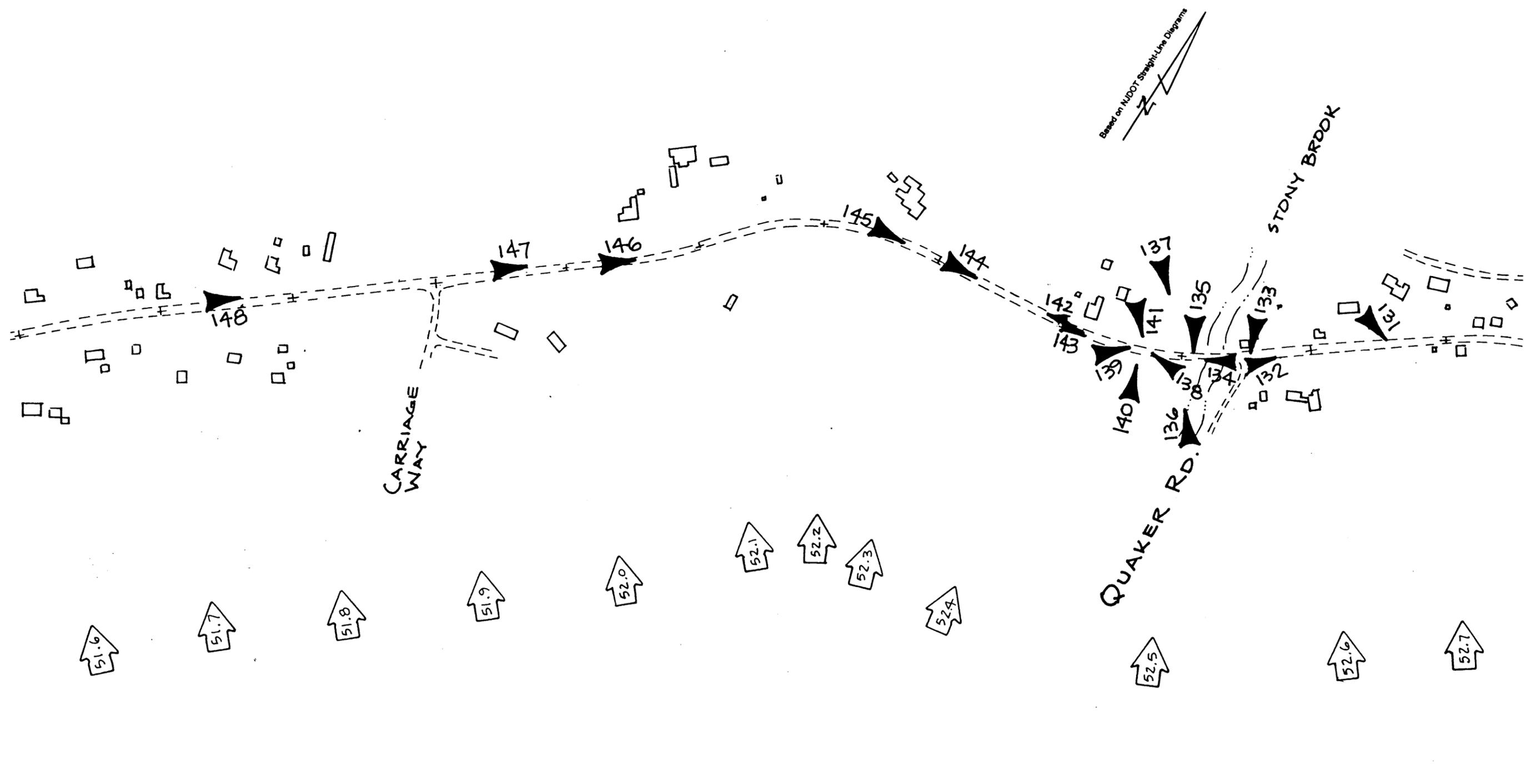
42 → Tip of arrow indicates location and direction of photograph  
Number indicates photograph as identified in report

Based on NJDOT Straight-Line Diagrams



**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 5D (Photograph Locations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

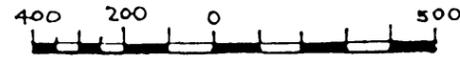


 Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

42  Tip of arrow indicates location and direction of photograph  
Number indicates photograph as identified in report

**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 6D (Photograph Locations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000



Graphic Scale in Feet



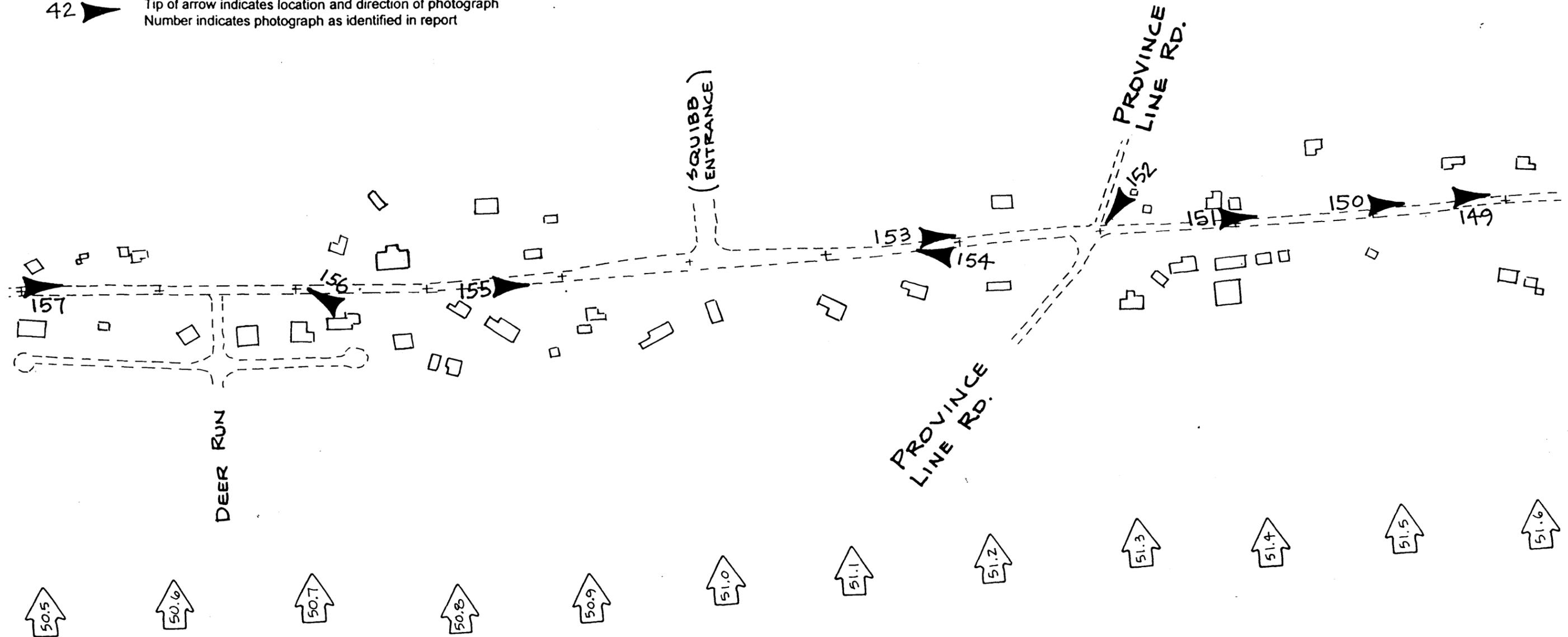
Indicates NJDOT Highway Mile Post  
(Per NJDOT Straight-Line Diagrams)

42



Tip of arrow indicates location and direction of photograph  
Number indicates photograph as identified in report

Based on NJDOT Straight-Line Diagrams



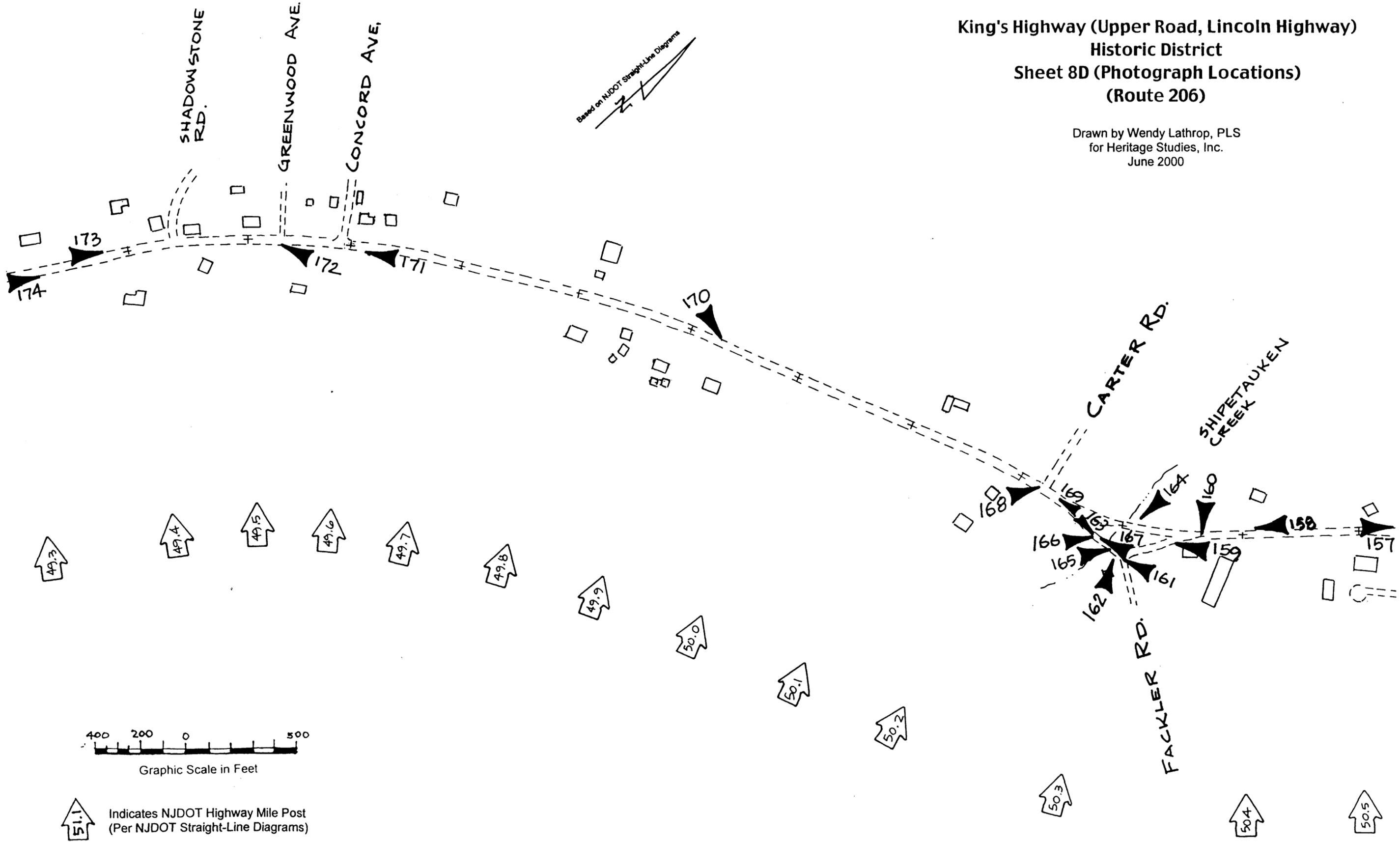
**King's Highway (Upper Road, Lincoln Highway)  
Historic District  
Sheet 7D (Photograph Locations)  
(Route 206)**

Drawn by Wendy Lathrop, PLS  
for Heritage Studies, Inc.  
June 2000

King's Highway (Upper Road, Lincoln Highway)  
 Historic District  
 Sheet 8D (Photograph Locations)  
 (Route 206)

Drawn by Wendy Lathrop, PLS  
 for Heritage Studies, Inc.  
 June 2000

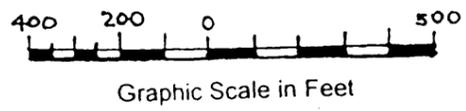
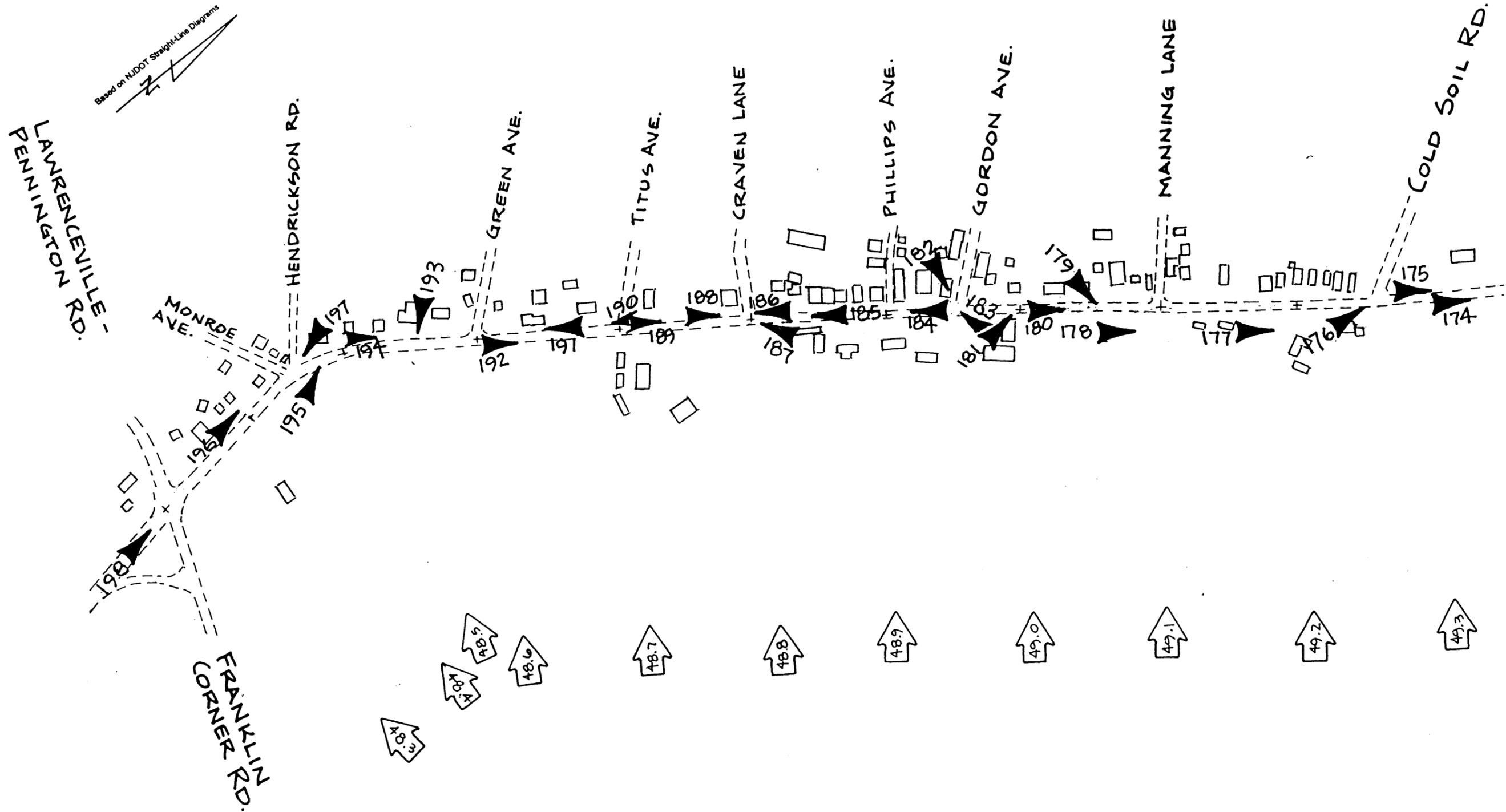
Based on NJDOT Straight-Line Diagrams



42  Tip of arrow indicates location and direction of photograph  
 Number indicates photograph as identified in report

 Indicates NJDOT Highway Mile Post  
 (Per NJDOT Straight-Line Diagrams)





 Indicates NJDOT Highway Mile Post  
 (Per NJDOT Straight-Line Diagrams)

42  Tip of arrow indicates location and direction of photograph  
 Number indicates photograph as identified in report

**King's Highway (Upper Road, Lincoln Highway)**  
**Historic District**  
**Sheet 9D (Photograph Locations)**  
**(Route 206)**

Drawn by Wendy Lathrop, PLS  
 for Heritage Studies, Inc.  
 June 2000