

1639

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations 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 instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Port Colden Historic District

other names/site number _____

2. Location

street & number Route 56, Lock Street, Port Colden Rd., Morris Canal Terrace
N/A not for publication

city or town Washington and Mansfield Townships vicinity

state NJ code NJ county Warren code 041 zip code 07882

3. State/Federal 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 [Signature] Date 11/23/98
Assistant Commissioner for Natural & Historic Resources/DSHPO
 State of Federal agency and bureau _____

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

Signature of certifying official/Title _____ Date _____
 State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) _____

Signature of the Keeper [Signature] Date of Action 1-21-99

Port Colden HD
Name of Property

Warren, NJ
County and State

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	
59	37	buildings
3		sites
		structures
3		objects
65	37	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

4

6. Function or Use

Historic Functions
(Enter categories from instructions)

domestic/single family
domestic/hotel
commerce/department store
education/school
transportation/water-related
industry/manufacturing facility
religion/religious facility

Current Functions
(Enter categories from instructions)

domestic/single family
religion/religious facility
education/school
commerce/business

7. Description

Architectural Classification
(Enter categories from instructions)

Greek Revival
Gothic Revival
Italianate

Materials
(Enter categories from instructions)

foundation stone
walls clapboard
aluminum
roof synthetic
other brick

Narrative Description

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

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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 N/A

(Mark "x" in all the boxes that apply.)

Property is:

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

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS): N/A

- 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 # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

transportation

settlement pattern

commerce

education

architecture

Period of Significance

1824 - 1924

Significant Dates

1835

Significant Person

(Complete if Criterion B is marked above)

William C. Dusenberry (1807-1867)

Cultural Affiliation

N/A

Architect/Builder

A. H. Price

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Washington Township Historic Preservation
Commission

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10. Geographical Data

Acreage of Property approx. 91 Washington, NJ Quad

UTM References

(Place additional UTM references on a continuation sheet.)

1

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

3

1	8
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5	0	3	7	6	0
---	---	---	---	---	---

4	5	1	2	9	2	0
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Zone Easting Northing

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Dennis N. Bertland
organization Dennis Bertland Associates date April, 1998
street & number P.O. Box 11 telephone (908)689-6356
city or town Port Murray state NJ zip code 07865

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

Additional items

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

Property Owner

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

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

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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Port Colden is located in the Highlands geographical province of northwestern New Jersey, just east of the Borough of Washington, where a wide gap in the Pohatcong Mountains has long channeled the region's east/west transportation and the Washington Turnpike (now Route 57), the Morris Canal, and the Morris and Essex Railroad (now Conrail) all pass between the Musconetcong and Pohatcong Valleys. A lock, boat basin, and inclined plane of the long abandoned canal at the eastern end of the gap provided a focal point for the settlement whose buildings are clustered around the site of the boat basin and lock, mostly along short stretches of two parallel roads (Port Colden Road and Lock Street) to the north of the highway and still active railroad. Except for a church, elementary school, and an office building which occupies a 19th-century tavern, the district is almost entirely residential. The surrounding landscape is a mix of wooded and open land interspersed with scattered dwellings of mostly 20th-century date and with modern commercial development to the west along Route 57.

The Port Colden District encompasses all of the resources associated with the hamlet, including some open land which helps establish its historical character and rural setting, but excludes all of the modern residential and commercial development around it. An inventory of district's resources forms part of this section, and the resources have been categorized as "contributing" or "non-contributing" to the district's historical significance. One structure, the canal bed or prism, and three sites, Lock 6 west (#30), the boat basin (#47), and the incline plane 6 west (#60) are already listed on the National Register as part of the Morris Canal. The sixty-six contributing resources include sixty 19th-century and 20th-century buildings with attendant outbuildings, three building sites (#s 1, 33, and 60), and three objects (a hitching post, #37, a well curb and gate piers, both #40). There are thirty-six non-contributing resources, besides the township elementary school (#47) most of which are small 20th-century garages.

The district's buildings are, for the most part, modest vernacular structures of frame or, less commonly, brick or stone construction dating to the middle decades of the 19th-century and exhibiting simple stylistic embellishment typical of the era. The majority of them are dwellings, often with small outbuildings. Also modest in scale and detailing are three, frame, 19th-century commercial buildings (site #s 9, 25, and 28, photo #s 3, 10, and 16), the brick 1869 schoolhouse (site #51, photo #21), and the

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frame 1893 Methodist Church (site #48, photo #20). Somewhat larger in scale is the former Port Colden Hotel (site #26, photo #11), a stone, 3-story building dating to 1836, and the township elementary school (site #47, photo #47), a brick building erected in 1931 and subsequently remodeled and enlarged. Most district buildings have been enlarged or refurbished over the years. Modern improvements, while resulting in the loss or obscuring of early fabric and detailing in many cases, have not destroyed the historic character of the district. A rather tight streetscape of closely spaced buildings of small, narrow lots with short setbacks prevails throughout the district, although the grouping is somewhat looser on the northern and eastern sides. Picket fences delineate several village properties, and large trees and mature shrubbery are scattered throughout the district. Although a number of properties are in need of maintenance and repairs, the district's buildings are generally in fair to good condition.

Port Colden's architecture is representative of the region's vernacular construction practices and building types. Almost all of the district's dwellings are the traditional, 2-story, gable-roofed types with single-pile plans, gable-end chimneys, and generally regular fenestration patterns of three to five bays. Such houses are ubiquitous in northwestern New Jersey's 19th-century housing stock. Examples with two-room, side-hall and center-hall plans include #s 2 - 5, 10, 11, 14 - 18, 33, 35 - 38, 41 - 44, and 52) (photo #s 1, 2, 8 - 9, 13 - 15, 23 - 24, and 27). The district contains one stone house with a double pile, (originally) four room plan, the late 18th-century Woolston Homestead (site #61, photo #28). The district has two examples of the traditional 1 and 1/2-story house types which were prevalent at an early date but fell out of favor by the middle of the 19th century, #s 45 and 46, both of which probably date to the 1830s. Five district dwellings, #s 12, 13, 23, 40, and 55 (photo #s 22-24 and 25), exemplify the gable-fronted house type which entered the local building vocabulary in the middle of the 19th century. There are also two examples, #s 6 and 33 (photo #22), of the 1 and 1/2-story "bungalow" house type which became popular locally in the early 20th century, an one example, #49, of the boxy, 2-story, hip-roofed house type, known as the "four-square," which was contemporary to the bungalow.

While most of the outbuildings associated with district buildings are garages and sheds of mid 20th-century date, a few early out buildings are present including two small barn/wagon houses (site #s 36 and 37, photo #23), a large barn/stable on the former

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hotel property (#26, photo #3), and several privies like #s 14 and 36; all of which are utilitarian frame structures.

Port Colden also contains a number of institutional and commercial buildings. The 1869 Port Colden School (site #51, photo #21) is a well preserved example of the substantial two-story schoolhouses erected in a number of the prosperous villages throughout the region during the 19th century. The brick, gable-roofed building has its entrance and a belfry at the south gable end and one room and an entry on each story. The upper story was sometimes used for religious services. The Methodist Church (site #48, photo #20), erected in 1893 evidently to the design of architect W. H. Price, is a frame, L-shaped building with a square bell and entry tower at the junction of the two sections and an auditorium plan, a 19th-century church plan innovation which first appeared locally late in the century. The belfry was originally capped with a high pyramid roof.

The district's commercial buildings encompass three stores and one tavern or hotel. Built in 1836 by William C. Dusenberry, the Port Colden Hotel (site #26, photo # 11) is a substantial, stuccoed stone building of three stories above a raised basement and features a low-pitched hip roofed, paired end-wall chimneys, and a double-pile, center-hall pla. The 5-bay front is dominated by a full-height portico, and central entries on the both the first and second stories open onto porches incorporated into the portico. There are two ground story front entries beneath the portico which presumably provided access to dining and bar rooms, and a large kitchen to the rear; the first story accommodates more formal rooms including large parlors. an interior arrangement characteristic of a number of the region's 19th-century hotels. Tietworth's Store (site #9, photo #4), a 2-story, frame building with gable-end central entry and flanking windows erected c. 1860-74 on the old turnpike, conforms to the gable-fronted commercial type ubiquitous throughout the region in the 19th century, as did the Nunn-Skinner Store (site #28, photo #16) as originally built c. 1852-60. The latter a much larger structure adjoining the canal, had a gambrel roof which incorporated hoist dormers on both sides, and its 3-bay front elevation featured a central entry flanked by large windows and sheltered by a full-width porch. The gambrel roof evidently was replaced by a hip roof c. 1920. The district's third commercial building, Widener's Store (site #25, photo #10), also located on the canal, is a small, 1 and 1/2-story, gable-roofed building which dates 1852-60 and whose attic story presumably also was used

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for storing goods, as an old photograph depicts a batten-doored entry on upper level on the side facing the canal.

The district also contains a number of site features associated with the canal in addition to well preserved portions of the canal prism. At Lock 6 West, the lock tender's house (site #31, photo #17) survives as does the buried lock chamber (site #30, photo #18), portions of whose stone walls are visible above grade. At the boat basin and boat yard site, now the site of the township elementary school (site #47) the configuration of the large rectangular basin is still evident, particularly at its south end. The north end of the basin, however, has been disturbed by the construction of the elementary school, as has been the boat yard site which adjoined it to the northeast, although it is possible that archaeological remains may site be present. Located just east of the village center, Inclined Plane 6 West retains a number of associated features including three small frame dwellings (site #s 55, 58, and 59, photo #25 and 27), the plane wheel house foundation/turbine chamber (site #60), as well as portions on its entry flume, exit race, and the adjoining foundation of a saw mill powered by canal water.

While the exteriors of some district buildings are quite unadorned, most exhibit at least some decorative detailing. The embellishment of these vernacular structures derives from several of the architectural styles popular in the 19th and early 20th centuries. The tracery muntins of the transom and fanlights at the front entry of William C. Dusenberry House (site #41, photo #13), for example, is a common Federal style motif, and Greek Revival influences are evident in the entry's flanking pilasters and the side-lighted and transomed front entry of #s 43 and 26 (photo #s 14 and 11). The latter building, the Port Colden Hotel, is the district's most architecturally distinguished building and one of the best examples of the Greek Revival style in Warren County, featuring a full-height portico with massive square pillars and a wide encircling entablature with frieze windows. The well-preserved interior retains such characteristic Greek Revival work as symmetrically molded trim with corner blocks and simple pilastered mantels.

Several of the Victorian revival styles also influenced village builders. The "tracery" porch detailing of several houses like #s 3 and 13 (photo #s 1 and 7), as well as the scalloped gable bargeboard and label hood molding of the front gable window of the

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latter dwelling are typical of the Gothic Revival style. The round-arched gable windows of #2 and boxed overhanging eaves of #42 similarly are characteristic of the Italianate style (photo #s 12 and 14). The old Port Colden School (site #51, photo #21) exhibits a mix of Italianate and Gothic Revival motifs with the mullion-like vertical muntins of the front windows and the bracketed cornice and round-arched louvers, now removed which graced its belfry. On house, #27, has a Second Empire mansard roof. The 1893 Methodist Church (site #48, photo #20) exhibits a mix of Carpenter Gothic and Stick style influences in its "point-arched" windows and the strap work frieze on its bell tower. The turned porch posts and spandrel brackets of several dwellings (#s 5, 12, 23, and 33), are embellishments of Queen Anne derivation, as are the octagonal tower added to #3 and the decorative shingling and cut-work ornamentation of the front gable of #12 (photo #s 1 and 6).

Early 20th-century Colonial Revival influences are limited to the porches of a few dwellings such as the cast stone Ionic columns on rock-faced pedestals at #36 and the Tuscan columns of #s 40, 42, and 49 (photo #23). The Craftsman style also had some impact on village builders as can be seen in the form and detailing of two "bungalows," #s 7 and 34 (photo #22).

An inventory of all structures and sites within the district has been prepared as part of this description. Each principal structure and site is identified by a number which locates it on the accompanying district map. All entries have been categorized as "contributing" or "non-contributing" to the significance of the district. All outbuildings included in the inventory are contributing unless individually identified with the designation (NC).

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Port Colden District Inventory

- 1 50 Lilac Lane. L-shaped, 3-section, coursed rubble stone cellar of a canal company dwelling, presumably a frame structure destroyed by fire.

Style: none

Date: mid 19th

Contributing B40/L83

- 2 446 Route 57 East. Frame, 2-story, gable-roofed, dwelling consisting of a 3-bay, single-pile main block with paired interior chimneys (brick stacks) and a rear ell.

Style: Gothic Revival/Italianate influences

Date: c. 1860-74

Now covered with aluminum siding, the exterior features a box cornice with "paneled" bed molding strip, wide frieze and returns which is carried on the raking eaves, 4/4 sash windows, round-headed gable windows, and a flat-roofed front porch whose elaborate tracery supports were recently replaced by square posts. The transomed central entry has a paneled surround and double doors with round-arched upper glass lights and bolection-molded lower panels.

Outbuildings: (1) frame, 1-bay garage (mid 20th) (NC).

Contributing

B40/L81

Neg. # C 6 & 7

- 3 452 Route 57 East. Frame, 2-story, gable-roofed, dwelling consisting of a 3-bay, single-pile main block with an interior chimney (brick stack, originally one of a pair) and a rear ell. An octagonal tower with peaked roof has been added to the central front bay above the porch roof.

Style: Italianate influences, Queen Anne and Colonial Revival embellishment

Date: c. 1874-80, tower added c. 1890s

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Now covered with aluminum siding, the exterior features a box cornice with "paneled" bed molding strip, wide frieze and returns which is carried on the raking eaves, 2/2 sash windows, and a central entry with side lights and glass-and-panel door which may be an early 20th-century replacement. The flat-roofed front porch has a box cornice, pedimented projecting central bay, wide "paneled" posts with pedestals and capitals, and matching arcade frieze; the tracery "panels" of the posts and frieze were replaced with lattice work. The tower has a patterned slate roof with finial at the peak, windows with colored glass borders, and a flared, shingle-clad spandrel below the third-story windows.

Outbuildings (1) frame, 2-bay garage (c.1930-50) with a clipped front gable, wood shingle siding, and batten door (NC).

Contributing B40/L80 Neg.# C 6, 7 & 9

4 454 Route 57 East. Frame, 1-story, gable-roofed dwelling

Style: none Date: c. 1960s

Outbuildings: (1) concrete block, 2-bay garage (c. 1950s) (NC).

Non-Contributing B40/79 Neg.# C 7

5 464 Route 57 East. Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling with a rear appendage.

Style: Queen Anne influences Date: c. 1874-90

It has aluminum siding, boxed overhanging eaves, 1/1 sash windows, and central front entry with glass-and-panel door and a shed-roofed porch with turned posts.

Outbuildings: (1) frame, 1-bay garage (mid 20th) (NC); (2) frame, 2-bay garage (c. 1950-60) (NC); (3) frame shed (mid 20th) (NC).

Contributing B40/L78 Neg.# C 8

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- 6 470 Route 57 East. Frame, gable-roofed, 2-story, 5-bay, single-pile dwelling with interior east gable-end chimney (brick stack) and a modern, concrete block, exterior chimney on the west gable end.
- Style: none Date: c. 1850-60
- Among the exterior features are aluminum siding, boxed overhanging eaves, 2/2 sash windows, and a central entry with modern Colonial surround which is flanked by modern bow windows.
- Outbuildings: (1) frame, 1-story, 2-bay, garage (mid 20th) with corrugated metal sheathing (NC).
- Contributing B40/77 Neg.# C 8
- 7 476 Route 57 East. Frame, gable-roofed, 1 and 1/2-story, 3-bay, dwelling.
- Style: Craftsman influences Date: c. 1915-35
- Exterior features include overhanging eaves, aluminum siding, gabled front dormer, 1/1 sash windows, and an enclosed porch with square posts on brick pedestals.
- Outbuildings: (1) frame, 2-bay, gable-roofed garage (c. 1990s) with aluminum siding (NC).
- Contributing B40/L85 Neg.# C 8
- 8 482 Route 57 East. Frame, 2-story, gable-roofed, 3-bay, single-pile, dwelling with interior chimney (small brick stack, presumably one of a pair) and rear ell.
- Style: none Date: c.1874-1900
- It has aluminum siding, box cornice with returns that is carried on the raking eaves, and 1/1 sash (replacement) windows, a modern central entry with single side light, and

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a gabled front porch which also is a replacement.

Contributing B40/L76 Neg.# C 10

- 9 518 Route 57 East (W. Tietsworth's Store) Frame, 2-story, gable-roofed, store (later converted into a dwelling) with a 2-over-3-bay gable-end front and a brick exterior chimney (mid 20th) on the west side.

Style: none

Date: c. 1860-74

Among the exterior features are overhanging eaves, aluminum siding, 1/1 (replacement) sash windows, central entry with glass-and-panel door, and a hip-roofed porch with square posts and modern lattice work.

Contributing B40/L75 Neg.# B 24, 26-27

- 10 3 Lock Street. Frame, 2-story, gable-roofed, single-pile, 3-bay dwelling with north interior gable end chimney (brick stack) and a shed-roofed north appendages.

Style: none

Date: c. 1860-74

It has aluminum siding, overhanging eaves, 1/1 (replacement) sash windows, and a small, enclosed, gabled entry porch.

Outbuildings: (1) frame, 2-bay garage (mid 20th) (NC).

Contributing B40/L75 Neg.# B 24

- 11 17 Lock Street. Frame, 2-story, gable-roofed, single-pile, 4-bay dwelling (possibly built in two parts) with interior gable-end chimneys (brick stacks) and a shed-roofed rear appendage.

Style: none

Date: c. 1830-50

Exterior features include overhanging eaves, asbestos shingle siding, 6/6 sash windows, and an enclosed entry porch.

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Outbuildings: (1) frame shed with garage appendage (mid 20th).

Contributing B40/L73 Neg.# B 35 & C 23

- 12 23 Lock Street. Frame, 2-story, gable-roofed, L-shaped dwelling with a 3-bay gable-end front, two interior chimneys (brick stacks), a gabled semi-hexagonal projecting bay on the south gable end, and a rear appendage.

Style: Queen Anne influences Date: c. 1890-1910

The front has an elaborate, cut-work peak ornament incorporating sunburst and strap work motifs. Other features include clapboard siding, fish-scale shingling on the front gable, boxed overhanging eaves, 1/1 sash windows, front double doors, each a with glass light above a bolection-molded panel, and a shed-roofed, L-shaped porch with tracery spandrel brackets and pendants and turned posts.

Contributing B40/L72 Neg.# B 35, C 2 & 3

- 13 27 Lock Street. Frame, gable-roofed, L-shaped dwelling consisting of 2-story main block with a 2-bay gable-end front and two interior chimneys (brick stacks) and of a 3-bay, 1 and 1/2-story north wing with interior north gable-end chimney (brick stack) and shed-roofed rear appendage.

Style: Gothic Revival influences Date: c. 1852-60

The exterior features clapboard siding, boxed overhanging eaves with, on the main block, scallop-edged tracery barge-board, 6/1 sash windows, raked-head front gable window with eared hood mold, main block entry with glass-and-panel door, and a shed-roofed front porch with tracery spandrel brackets and pendants and turned posts which matches that of the house next door (#12) and may replace an earlier porch. The wing has an enclosed shed-roofed porch to which has been added a 1-bay, gable-roofed, Colonial Revival entry porch with slender clustered posts.

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Outbuildings: (1) frame, 1-bay garage (mid 20th (NC)).

Contributing B40/L71 Neg.# C 4 & 22

- 14 33 Lock Street. Frame, 2-story, gable-roofed, single-pile, 3-bay dwelling with north-gable-end interior chimney (brick stack with corbelled drip cap) and a shed-roofed rear appendage.

Style: Craftsman embellishment Date: mid 19th

It has asbestos shingle siding, boxed overhanging eaves, 1/1 (replacement) sash windows, central front entry with glass-and-panel door, and an almost flat-roofed porch with box cornice and whose square posts with cap and base moldings and closed block railing are early 20th-century replacements.

Outbuildings (1) frame, gable-roofed privy (early 20th) with clapboard siding (C).

Contributing B40/B70 Neg. # B 12

- 15 37 Lock Street. Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling with north-gable-end interior chimney (brick stack), a modern concrete block chimney at the north end of the front, and a rear appendage.

Style: Italianate influences Date: mid 19th

The exterior features clapboard siding, boxed overhanging eaves with crown and bed moldings and frieze, 1/1 (replacement) sash windows, a central entry, and a shed-roofed porch with turned posts.

Outbuildings (1) frame, gable-roofed garage (mid 20th) (NC).

Contributing B40/L69 Neg. # B 12

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- 16 41 Lock Street. Frame, 2-story, gable-roofed, dwelling consisting of a 3-bay, single-pile main block with north-gable-end interior chimney (brick stack) and a 2-story rear ell whose interior end-wall chimney has a plastered exposed back and a brick stack.
- Style: Colonial Revival embellishment Date: mid 19th
- It has clapboard siding, asphalt shingles on the gables, boxed overhanging eaves, 6/6 sash windows, central entry, and a 1-bay, gable-roofed Colonial Revival porch with slender clustered columns.
- Outbuildings (1) concrete block, gable-roofed garage (mid 20th) (NC).
- Contributing B40/74 Neg. # B 12, C 12
- 17 53 Lock Street. Brick or frame, 2-story, 5-bay, gable-roofed, single-pile dwelling with a rear ell.
- Style: Greek Revival influences Date: c. 1852-60
- It has perma-stone siding, small eaves entablature with returns that is carried on the raking eaves, 2/2 sash windows with timber lintels, and a central front entry with transom and glass-and-panel door. The siding and the timber window lintels suggest that it may be of brick construction.
- Outbuildings (1) frame, 2-bay garage (c. 1930-50) with shingle-clad gables and batten sliding doors (NC).
- Contributing B40/L68 Neg. # B 13, C 13-14
- 18 57 Lock Street. Frame, 2-story, 3-bay, gable-roofed, single-pile dwelling with a modern exterior block chimney on the south gable end.
- Style: none Date: c. 1874-85
- Exterior features include clapboard siding, a box cornice

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Episcopal chapel associated with St. Matthew's Hall (site #26).

Style: none

Date: mid 19th

Among the exterior features are aluminum siding, overhanging eaves, a mix of replacement windows, paired inner-bay entries with modern doors, and a shed-roofed front porch with modern decorative iron railing.

Outbuildings: (1) frame, 2-bay garage (c. 1970-90) with overhead door (NC).

Contributing

B42/L5

Neg. # B 30 & 31

23

18 Lock Street. Frame, 2-story, gable-roofed, dwelling with a 2-over-3-bay gable-end front and an exterior brick chimney. It occupies the site of a wheelwright shop depicted in the 1874 atlas.

Style: Queen Anne influences

Date: c. 1890-1910

Exterior features include clapboard siding, boxed overhanging eaves, 2/2 sash windows, front porch with box cornice, tracery spandrel brackets and pendants, and turned posts, and semi-hexagonal bay windows flanking the central front entry whose double doors have glass lights above bolection-molded panels.

Contributing

B42/L6

Neg.# B 32-34

24

22 Lock Street. Frame, 2-story, 3-bay, gable-roofed, single-pile dwelling with a 2-bay rear wing with brick chimney on its east gable end.

Style: none

Date: mid 19th

Exterior features include overhanging eaves, asbestos shingle siding, brick veneer on the first-story front, 1/1 (replacement) sash windows, a central front entry, and a shed-roofed screened porch.

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Contributing B42/L7 Neg.# B 34, C 1

- 25 62 Lock Street (former Widener's Store). Frame, 1 and 1/2-story, 4-bay, gable-roofed, single-pile store house (converted into a dwelling) with an interior chimney (brick stack).

Style: none

Date: c. 1852-60

The exterior features four 3-light "knee high" windows at the front eaves, asbestos shingle siding, overhanging eaves, and an enclosed, shed-roofed front porch. The 1987 Warren County Morris Canal survey reported that there were brick bake ovens in the cellar.

Contributing B40/L66 Neg.# C 16

- 26 1-3 Port Colden Road (former Port Colden House/St. Matthew's Hall). Stuccoed-stone, 3-story hotel, 5-bays wide and 3-bays deep, with a raised basement story, double pile center-hall plan, paired end-wall chimneys (stuccoed stacks with water tables), and a low-pitched hip roof which, along with the 3rd story, projects in front over the full height, 5-bay portico.

Style: Greek Revival

Date: 1835; the September 19, 1835 deed to William C. Dusenberry from his brother-in-law James Anderson, Jr. for the then half-acre property makes mention of the "house now building on said lot" (Warren County Deeds, Book 13/page 453), and a 1838 deed for the lot across Port Colden Road locates its southwest corner as 65 links "from Dusenberry's sign post" (Warren County Deeds, Book 17/page 21). When the property was sold at sheriff's sale in 1841 the auction was held "in the Port Colden House on the premises" (Warren County Deeds, Book 21/page 93).

The front portico consists of six 2-story square pillars with Grecian ovolo-molded, recess-paneled shafts and molded capitals and bases which rest on stone pedestals (covered with modern brick veneer) and support the projecting third

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story. The first and second story porches have simple wooden railings. The third story is frame construction and articulated as an entablature with horizontal flush sheathing, architrave and frieze moldings, and a heavy cornice; horizontal 3-light windows pierce the frieze. The enframement of the first story front entry is composed of pilasters matching the portico pillars and a full entablature. The slightly recessed entry has a vertical 2-panel door with Grecian ovolo moldings, flanking pilasters with plain shafts, side lights above recessed panels, and a full-width transom. A side-lighted doorway opens onto the upper porch above. Other features include two ground story entries; 6/6 sash windows with Grecian ovolo molded architrave trim and paneled or louvered shutters, and an enclosed rear porch. The 3rd-story window shutters are a modern addition as is the ramp on the east side.

The well-preserved interior retains much early fabric including symmetrically molded door and window trim with corner rosettes and paneled window reveals on the first story, architrave door and window trim elsewhere, panel and batten doors, timber-linteled cooking fireplace with bake oven in the cellar kitchen, simple pilastered mantels at the other fireplaces, and an open staircase rising from the first to the third stories with round railing, turned spindles, and vase-turned newels posts. On the two upper floors the rooms open from wide cross halls.

Outbuildings (1) frame, 2-story, gable-roofed stable/wagon house (mid/late 19th) with overhanging eaves, clapboard siding, small multi-pane windows, and a batten sliding door on their west side; an overhead garage door has been installed on the south gable end entry; the 6-panel door with Grecian ovolo moldings to its west probably was recycled from elsewhere (C).

Contributing B42/L4

Neg. # B 21-23,
25, 28 & 30

27

11 Port Colden Road. Frame, 2 and 1/2-story, mansard-roofed, 3-bay, double-pile dwelling with interior north-end-wall chimney (brick stack) and a shed-roofed rear appendage.

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Style: Second Empire influences Date: c. 1860-74

Now covered with aluminum siding, the exterior features gable dormers, a built-up box cornice (brackets probably removed), and 2/2 sash windows. The shed-roofed porch with decorative iron posts is a modern alteration as is the paired front entries and small flanking windows,

Contributing B42/L11 Neg. # B 10

28

23-29 Port Colden Road (former Nunn-Skinner Canal Store). Frame, 2-story, store (converted into a multiple dwelling), 3-bays wide and 4-bays deep, with a stone basement, built into the canal tow path embankment. that is fully above grade on the south and west, a low pitched hip roof, and a small brick rear appendage with paired interior chimneys.

Style: none Date: c. 1852-60
remod. c. 1920

Exterior features include overhanging eaves with exposed rafter ends, asbestos shingle siding, 1/1 sash windows with plain trim, central front entries with glass and panel doors opening onto both levels of the front porch, and a 2-level front porch retaining a box cornice with frieze and tracery pendants; the square posts and crisscross railing are modern replacements.

Historic photographs indicate the building original had a full third story, gambrel roof punctured on both sides by dormers with doors and hoists protected by overhangs.

Contributing B40/L66 Neg.# A 36, B 14

29

33 Port Colden Road. Frame, 1-story, gable-roofed dwelling with vinyl siding.

Style: none Date: c. 1970s

It occupies the site of an early canal storehouse which, according to an 1891 newspaper article, was built by Wil-

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liam Dusenberry, subsequently converted into a paper run by J. W. Brower of Newark, and destroyed by fire around 1871 ("Port Colden The Story of How, When and Why It Was Founded," The Washington Star, 12/17/1891)

Outbuildings: (1) small frame garage (c. 1970s) (NC).

Non-Contributing B40/63 Neg.# C 7

30 39 Port Colden Road. Site of Morris Canal Lock 6 West.

Style: none

Date: c. 1830

The location and portions of the stone side walls of the buried lock chamber, which was constructed to overcome an elevation of ten feet and was dismantled and filled in 1924, can be discerned in the grassy lawn area to the southwest of the locktender's house (see #31 below). A level area adjoining the southeast corner of the lock is the locktender's shed site. The location of lock's waste weir between the filled lock and the locktender's house can be discerned; part of it functions as a drainage ditch and a concrete Vermule era culvert at one end is intact. North and south of the lock the canal prism remains largely intact, although filled and modified for drainage purposes in places, and incorporates a small boat basin adjoining the Nunn-Skinner store (site #29).

Contributing B40/L60 & 64 Neg.# C 5, D 23-25

31 39 Port Colden Road (canal locktender's house). Frame, gable-roofed, 2-story, 3-bay, single-pile dwelling with interior chimney (brick stack) and a 1-bay east extension.

Style: none

Date: 1868
(Kalata p. 423)

Now covered with aluminum siding, it has overhanging eaves, 1/1 sash (replacement) windows, and a shed-roofed enclosed front porch. It evidently had board-and-batten siding.

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Outbuildings: (1) frame, 1-story, garage (mid 20th) (NC).

Contributing B40/60 Neg.# C 5

- 32 41 Port Colden Road. Frame, gable-roofed, 2-story, dwelling consisting of a 3-over-4-bay, single-pile main block with modern, concrete block, exterior chimney on the south gable end, a rear ell, and a 1-bay north addition with exterior concrete block chimney.

Style: none

Date: c. mid 19th

Among the exterior features are boxed overhanging eaves, aluminum siding, 1/1 sash (replacement) windows with plain trim, an inner bay entry with glass and panel doors, and a shed-roofed porch with turned posts.

Outbuildings: (1) concrete block, 2-bay, gable-roofed garage (mid 20th) with overhead door (NC).

Contributing B40/L61 Neg.# A 24 & 25

- 33 63 Port Colden Road. Frame, 2-story, gable-roofed, dwelling consisting of a 4-bay, single-pile main block with interior north gable-end chimney (small brick stack) and a shed-roofed 2-story rear addition with shed appendage.

Style: Italianate/Queen Anne influences Date: c.1874-1900

It has aluminum siding, boxed overhanging eaves, 1/1 sash replacement windows, paired inner-bay front entries with glass-and-panel doors, and a shed-roofed front porch with box cornice, tracery spandrel brackets and pendants, and turned posts.

Outbuildings: (1) small, frame outbuilding (early 20th) with vertical siding (C); (2) small frame shed (mid 20th) (NC).

Contributing B40/L59 Neg.# A 20-21

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- 34 63 Port Colden Road. Trash-filled, coursed rubble stone cellar hole of a store.

Style: none

Date: mid 19th; depicted on the 1860 map and in the 1873 atlas, in the latter identified as "Store/ C. C. Hummer."

Contributing B40/L59 Neg.#

- 35 67 Port Colden Road. Frame, 1 and 1/2-story, gable-roofed 3-bay dwelling with a 2 bank cellar that is fully above grade to the rear and south side a brick exterior chimney on the north side.

Style: Craftsman influences Date: c. 1915-30

Among the exterior features are overhanging eaves, a large gable dormer, 1/1 sash windows, central front entry, and a shed-roofed porch with stuccoed end piers and canted wooden posts on stuccoed pedestals flanking the entry steps.

Outbuildings: (1) frame, 2-bay, hip-roofed garage (c. 1915-40) asphalt siding, overhanging eaves with exposed rafter ends, and modern overhead garage doors (C)

Contributing B40/L58 Neg.# A 15 & 23

- 36 73 Port Colden Road. Frame, 2-story, gable-roofed, 4-bay, single-pile, dwelling with interior gable end chimneys (brick stacks) and a rear ell.

Style: Colonial Revival embellishment Date: mid 19th

It has clapboard siding, box cornice with returns, crown and bed moldings, and frieze which is carried on the raking eaves, 6/1 sash windows with plain trim, and inner-bay entry, and a shed-roofed porch whose cast-stone Ionic columns on rock-faced pedestals are an early 20th-century replacement.

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Outbuildings: (1) small frame wood shed (early 20th) with bead-board vertical siding (C); (2) frame gable-roofed privy (early 20th) with clapboard siding to 3/4ths height above which the siding is shingled with an unusual kicked apron, overhanging eaves, and a batten door (C); (3) frame, 2-bay, 2-story barn/wagon house (late 19th) with flush eaves, novelty siding, and a modern garage door (C).

Contributing B40/L57 Neg.# A 12-14

37 85 Port Colden Road. Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling with a shed appendage on the south gable end.

Style: none Date: mid 19th

Exterior features include clapboard siding, box cornice with crown and bed moldings, frieze and returns that is carried on the raking eaves, 1/1 sash windows, central front and shed entries with modern doors, bracketed gable hood at the shed entry, and a gable 1-bay porch at the front entry with decorative metal posts.

Outbuildings: (1) stone or cast-stone, square, pyramid-capped hitching post (early 20th) (C); frame, 2-bay, 2-story wagon house (late 19th) with vertical siding and batten doors (C).

Contributing B40/L55 Neg.# A 10 & 11

38 87 Port Colden Road. Frame, 2-story, gable-roofed, 3-bay, single-pile dwelling with an exterior concrete block chimney on the north gable end.

Style: none Date: mid 19th

Exterior features include aluminum siding, overhanging eaves, 1/1 sash (replacement) windows, and an enclosed L-shaped front porch.

Outbuildings (1) frame, 2-bay, gable-roofed garage (mid 20th) (NC).

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Contributing B40/L54 Neg.# A 6 & 9

- 39 91 Port Colden Road. Frame, gable-roofed, 3-bay, single-pile dwelling with a 1-bay garage addition on the north gable end.

Style: none

Date: mid 19th

It has overhanging eaves, vinyl siding, 1/1 sash (replacement) windows, a central entry, and an enclosed 1-bay entry porch.

Outbuildings: (1) small frame shed (mid 20th) with vertical siding.

Contributing B40/L55 Neg.# A 5 & 8

- 40 93 Port Colden Road. Frame, 2-story, gable-roofed, dwelling with a 3-bay gable-end front, a semi-hexagonal projecting bay on the south side, and a rear shed appendage.

Style: Colonial Revival embellishment

Date: c. 1890-1910, possibly mid 19th and remodeled

Exterior features aluminum siding, overhanging eaves, 1/1 sash windows, and an L-shaped porch with Tuscan columns on "ashlar" cast stone or poured concrete pedestals and a closed railing of similar material.

Outbuildings (1) cast-stone well curb (early 20th) with a grid-patterned base and gabled cover with ball finial (C); (2) round, cast-stone gate piers (early 20th) with ball finials flanking the driveway (C).

Contributing B40/B52.02 Neg. # A 4, 5 & 7

- 41 4 Port Colden Road (William C. Dusenberry House). Frame, 2-story, gable-roofed, 5-bay dwelling with a single-pile center hall plan, interior gable-end chimneys (brick stack)

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Date: c. 1830s

It has clapboard siding, boxed overhanging eaves with crown and bed moldings and frieze, 6/6 and 2/2 sash windows, and a gabled entry porch with Tuscan columns.

Contributing B43/15 Neg. # B 6 & 9

- 43 12 Port Colden Road. Frame, 2-story, 3-bay, gable-roofed, single-pile dwelling with a rear wing.

Style: Greek Revival influences Date: c. 1830s

The most notable exterior feature is the recessed central entry with paneled reveals, vertical 2-panel door, side lights, transom, small paired flanking pilasters, and large paneled outer pilasters which evidently survive from the original entry stoop. Alterations include aluminum siding, 1/1 sash windows, and a tripartite picture window.

Outbuildings (1) frame, 2-bay garage (c. 1930-50) with shingle-clad gables and batten sliding doors (NC).

Contributing B43/L14 Neg. # B 4, 5 & 9

- 44 14 Port Colden Road. Frame, 2-story, 3-over-4-bay, gable-roofed, single-pile dwelling with an interior chimney (brick stack) in the north gable end and a rear wing with interior end-wall chimney (brick stack).

Style: Italianate & Gothic Revival embellishment

Date: c. 1830s

The exterior features clapboard siding, a bracketed box cornice with paneled frieze and returns that is carried on the raking eaves, 6/1 and 1/1 sash windows, inner-bay entry with glass-and-panel door, and a shed-roofed front porch with turned posts, tracery spandrel brackets and pendants, and a tracery railing.

Contributing B43/L13 Neg. # B 3

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- 45 16 Port Colden Road. Stuccoed-stone, 2-bay, 1 and 1/2-story, gable-roofed dwelling with shed-roofed stone appendage on the east gable end and a frame west gable-end appendage; it is sited parallel to and abutting the canal bank.
- Style: none Date: c. 1830-40s
- It has modern shed wall dormer, overhanging eaves, and 3-light "knee-high" windows under the eaves.
- Outbuildings: (1) small frame garage (mid 20th) (NC); (2) concrete block shed (mid 20th).
- Contributing B43/L12 Neg. # D 10 & 18
- 46 20 Port Colden Road. Frame, 1 and 1/1-story, gable-roofed, single-pile dwelling with evidently a 1-bay south gable-end extension (which because of the grade is 2 and 1/2-stories) and shed-roofed rear appendage.
- Style: none Date: c. 1830s
- It has overhanging eaves, wood shingle siding, modern windows, and a shed-roofed rear porch.
- Contributing B43/L11 Neg. # A 37, B 1
- 47 30 Port Colden Road. (Port Colden Elementary School) Brick, 1-story, flat-roofed, elementary school consisting of a 7-bay main block with raised basement and projecting end and central pavilions, a low, 1-story south wing, and rear gym wing.
- Style: Art Deco influences
- Date: 1931; south wing, 1951; gym, 1958.
- The central pavilion, originally the entry, is framed with stepped bands of brick whose profile is continued on the

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stepped cast-stone parapet which bears the inscription "Washington Twsp. Consolidated School." A cast-stone surround now frames windows which replaced the entry. The end pavilions are articulated on each side with pilasters strips with corbeled tops. The triple windows are modern replacements.

Outbuildings (1) canal boat basin site (c. 1830) The school is on the site of one of the largest Morris Canal boat basin, portions of which may survive as an archaeological feature; the canal prism survive partially intact to the east (C)

Non-Contributing B40/L67.01 Neg. # C 17

- 48 64 Port Colden Road. (Port Colden Methodist Episcopal Church) Frame, 1-story, gable-roofed, L-shaped church with an auditorium plan and a square bell tower at junction of the two sections.

Style: Carpenter Gothic/Stick influences

Date: 1892/93

Architect: A. H. Price. A rendering of the proposed church depicted in the local paper in 1892 is signed "A. H. Price/arch" (The Washington Star, 9/29/1892).

Now covered with aluminum siding, the exterior features boxed overhanging eaves, large tripartite gable-end windows with raked "arched" heads, stick-work, tracery and stained glass, lancet windows with raked "arched" heads, and a lobed rose window on the west side of the bell tower. The open belfry has a bracketed box cornice with a wide strap work frieze, square corner posts, and tracery sheet metal spandrel brackets which presumably replaced the wooden originals. The low pitched roof and square corner finials are also modern replacements; historic photographs indicate that the tower originally had a lofty pyramid roof with decorative slate work (diamond shaped pattern). The present doubled doored entry replaces the original arched entry on the south side of the tower, now concealed by a small shed appendage.

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Contributing B43/L7 Neg. # A 27-28 & 30

- 49 68 Port Colden Road. Brick, 2-story, hip-roofed, 2-over-3-bay dwelling with a brick and frame rear wing and an interior chimney.

Style: Colonial Revival influences Date: c. 1910-1925

It has hip dormers,, boxed overhanging eaves, segmentally arched 1/1 sash windows, a semi-hexagonal bay window on the south side, a central front entry with glass and panel door, and a hip-roofed front porch with Tuscan columns on brick pedestals.

Outbuildings: (1) frame, garage (mid 20th) (NC).

Contributing B43/L6 Neg.# A 17-19

- 50 74 Port Colden Road. Frame, 1 and 1/2-story, 5-bay, gable-roofed, dwelling with a small 1-bay north wing and interior chimney (brick stack).

Style: Colonial Revival (Cape Cod) Date: c.1950-60

Exterior features include asbestos shingle siding, gable dormers, 6/1 sash windows, and a small side porch.

Outbuildings: (1) concrete block, gable-roofed, 2-bay garage (c.1950-60) with a 1-bay extension (NC).

Non-contributing B43/L5 Neg.# A 16

- 51 1 Front Street. (former Port Colden Schoolhouse) Common-bond brick, 2-story, gable-roofed, schoolhouse with a coursed-rubble-stone cellar, 3-bay south gable-end front, 3-bay side elevations, a frame gabled belfry centered on the roof ridge at the south end, and a modern exterior brick chimney on the north end.

Style: Italianate and Gothic Revival influences

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Date: 1869; marble stone set in the south wall above the entry is inscribed "Port Colden Schoolhouse/Erected 1869."

Exterior features eaves entablature with "paneled" frieze, dentil course, and returns that is carried on the raking eaves, segmentally arched sash windows (4/4 sash on the front with wide vertical muntins suggesting a Gothic mullion and 6/6 sash on the side; the windows are now protected "trompe d'oile" painted plywood covers), a round south gable oculus with wooden cover, an a segmentally arched central entry with transom and double doors with bolection-molded panels (also covered with protective plywood). The clapboard-clad belfry has a square base, four openings (covered with plywood), and a gable roof.

Historic photographs indicate that the belfry originally had a round arched opening on each side, a low-pitched pyramid roof with a lightning rod/weather vane at the peak, and a built-up box cornice broken on each side by a low-pitched gable; a brick chimney was centered on the ridge about midway behind the belfry. A garage door entry has been inserted on the north wall, reached by a low earth ramp. Although the rear half of the first story has been partially remodeled, the interior retain much original fabric including a cellar cistern at the northeast corner.

Contributing

B43/L8

Neg.# A 29-31

52

3 Front Street. Frame, 2-story, gable-roofed, 3-bay, single pile dwelling. with a modern exterior east gable end chimney and a shed-roofed rear appendage with an exterior chimney on its north side.

Style: Italianate influences

Date: c. 1860-74

Exterior features include clapboard siding, boxed overhanging eaves with crown and bed moldings, 1/1 sash windows, central entry with modern replacement door, and a modern shed-roofed porch; vinyl siding has been partially installed at the east end of the house.

Outbuildings (1) frame, 2-bay, gable-roofed garage (mid

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20th) with clapboard siding (NC).

Contributing B43/L9 Neg. # A 33

- 53 7 Morris Canal Terrace. Frame, 2-story, gable-roofed, dwelling consisting of a 2-over-3-bay, single-pile main block with modern brick east gable-end chimney and a 2-bay rear wing with a large 1-story rear appendage.

Style: noneDate: c.1860-74

The exterior fabric includes boxed eaves, vinyl siding, 1/1 sash windows, central entry, and a shed roofed porch with square posts.

Outbuildings: (1) frame, 1-bay garage (mid 20th) with batten sliding doors and a carport extension on the east side (NC).

Contributing B43/L17 Neg. # B 16-18

- 54 2 Morris Canal Terrace. Frame, 2-story, gable-roofed, L-shaped dwelling consisting of a 2-over-3-bay single-pile main block with interior east gable-end chimney (brick stack) and a 1-bay, gable-fronted addition to the west whose roof is slightly higher than that of the main block.

Style: noneDate: c. 1860-74, addition late 19th/early 20th

Now covered with asphalt shingle siding, the exterior features a box cornice with overhanging raking eaves and on the addition returns, 1/1 sash windows, main block entry with modern door and rebuilt porch, and addition entry with glass-and-panel door and small gable stoop.

Contributing B43/L13 Neg.# B 19

- 55 99 Morris Canal Terrace. Frame, 2-story, gable-roofed, dwelling with a 1-bay gable-end front, interior chimney

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It has aluminum siding, overhanging eaves, modern 1/1 sash windows, and an enclosed front porch.

Contributing B601.01/L3.03 Neg.# D 12 & 13

- 59 104 Morris Canal Terrace. Frame, 2-story, gable-roofed, 2-over-3-bay dwelling with a 1-story east gable-end addition and rear appendage.

Style: none

Date: mid/late 19th; evidently owned by the canal company.

It has vertical siding, overhanging eaves, modern 1/1 sash windows, and an enclosed front porch.

Contributing B601.03/L69 Neg.# D 12 & 13

- 60 Morris Canal Terrace. Site of Incline Plane 6 West, one of only three double-track incline planes on the Morris Canal, is located in both Washington and Mansfield Townships. Morris Canal Trail transverses the plane from its foot and a small basin, subsequently enlarged into the present pond (block 43/lot 25) eastward across the municipal boundary to its summit (block 601.01/lots 3.01).

Style: none

Date: 1828-1831; rebuilt 1847-48 (Kalata, pp. 386, 398-400)

Although modern houses (site #s 56 & 57) intrude, most in the plane incline remains intact along with a number of stone sleepers at the summit, tar strips (left by the plane cables), two cable wheel pits at the summit, and two adjoining brick-vaulted cable tunnels which allowed the cables to pass under the canal bank to the cable drum in the wheel house. Other intact features included the stone wheel pit foundation, portions of its entrance flume, the tail race tunnel (over 100 feet in length), and the mostly filled tail race.

Outbuildings (1) stone saw mill foundation (mid/late 19th)

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(C); (2) stone plane tender's house foundation (mid 19th) site of building damaged in c. 1980 fire and subsequently removed.

Wash Twp: B43/L25 and 24; Mansfield Twp: B601.03/L2.01, 1.02, 3.01, & 3.03 and B601.03/lot 69

Contributing Neg.# D 10, 11, 14, & 15

61 12 Morris Canal Terrace. Stone, 2-story, gable-roofed, 4-bay, double piledwelling with interior gable-end chimneys (stone stacks) and a small rear appendage; it originally had a 4-room double-pile plan (partitions between the front and back rooms have been removed).

Style: Colonial Revival embellishment

Date: late 19th or possibly early 19th; remodeled c. 1940

Among its exterior features are a box cornice, flush raking eaves, 6/1 sash windows, flat lintels of small splayed voussoirs over the first-story front windows, inner-bay entry, and a stone gabled front porch of c. 1940 with brick round-arched openings and piers flanking the steps with cast-stone urns.

Outbuildings: (1) Concrete block and frame, 2-story, gable-roofed garage (mid 20th) (NC); the pond to the east is the site of the Indian Spring picnic groves established by the trolley company in the early 1900s.

Contributing B43/24 Neg.# D 2 - 5

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Port Colden possesses significance in the areas of transportation, settlement pattern, commerce, education, and architecture under criteria A, B and C. The community owes its existence to the Morris Canal whose transportation significance has been recognized by listing on the New Jersey and National Registers, and the district encompasses a portion of the abandoned canal including remnants of Plane 6 West, Lock 6 West, and a large boat basin. Port Colden exemplifies the settlements that developed at such focal points along the canal to serve canal patrons and employees, as well as the surrounding rural population. Local entrepreneurs typically played an important role in the development of such communities, and one such individual, William C. Dusenberry, is particularly identified with founding Port Colden. Although his efforts ended in his own financial failure, Dusenberry figured significantly in the early development of the village, speculatively subdividing into building lots property which he acquired in the 1830s and erecting a number of buildings including the settlement's first storehouse and a large tavern or hotel, the Port Colden House, a local landmark then and now. That the district has commercial significance is due to its hotel and three stores, physical documents of the economic and social importance of such establishments in the region's rural neighborhoods. The community's educational significance stems from its 1869 schoolhouse, a well preserved example of the most substantial school buildings erected by civic minded citizens in the region's prosperous villages during the 19th century. The district also has architectural significance as an assemblage of modest, 19th-century buildings which are representative of the rural region's modest vernacular architecture in that era and because of its porticoed hotel, one of the best examples of Greek Revival architecture in Warren County. In addition, archaeological resources relating to the area's 19th-century material culture may be present at canal and building sites and the environs of district buildings.

Although the neighborhood around what was to become Port Colden was settled well before the middle of the 18th century, it was not until the opening of the Morris Canal in 1831 that a village began to coalesce around the lock and plane constructed there between 1828 and 1831 and the large boat basin finished in 1837.¹ The village flourished in the middle decades of the 19th century and obtained some local importance as a business and educational center. It was, however, always overshadowed by the neighboring village of Washington, located one mile to the west, which became the junction of the Delaware, Lackawanna, and Western Rail-

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road and the canal in the 1850s and thereafter grew rapidly into one of the region's major industrial and commercial hubs. Its development arrested, Port Colden continued into this century as a limited local service center, a role which largely ended upon the abandonment of the canal in 1924.

While scattered residential development has occurred in and around the community, and its business activity has been supplanted by highway commercial development to the west, much of Port Colden's 19th-century character survives. Most of the district's buildings date to the middle decades of the 19th century, although one is much earlier and a few are latter. The distinctive historical character of the settlement results from the survival of these buildings and their mostly tight linear spacing along an embryonic rectilinear street grid. These resources, mostly dwellings, but including several commercial and institutional buildings, are fairly well preserved and in their form, construction, detailing, and siting illustrate the rural region's vernacular architecture in the mid-to-late 19th century. The Tietsworth Store, for example, (site #9, photo #4) typifies the gable-fronted commercial type common to the area's 19th-century villages, the Methodist Church (site #48, photo #20) is representative of the auditorium plan church introduced in the latter 19th century, and dwellings like #s 2, 3, 8, 10, 12-18, 36, 41-44, and 58 exemplify traditional and popular house types and construction practices found in the region (photo #s 1, 2, 5 - 9, 12 - 15, and 22 - 28). The influence of popular architectural styles is apparent in the detailing of several district buildings like #s 1, 2, 12, 13, 17, 27, and 41-44 which exhibit embellishments of Greek Revival, Italianate, Gothic Revival, Second Empire, Queen Anne, and Colonial Revival derivation (photo #s 1, 5 - 6, 12 - 14, 22, and 23).

Several buildings are of individual architectural note. The 1835 Port Colden House (site #26, photo #11), the district's largest and most impressive contributing resource, is an outstanding provincial example of Greek Revival architecture. The massive stuccoed-stone structure with low-pitched hip roof exhibits such characteristic Greek Revival elements as a full-height portico of square paneled pillars (instead of the columns utilized for more high style buildings) stretching across its front, a wide encircling entablature whose plain frieze is pierced by horizontal, 3-light windows, and a main entry with side lights, wide transom, vertical 2-panel door, and simple flanking pilasters. Both inside and out the decorative trim incorporates Grecian ovolo moldings,

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and many of the twelve fireplaces feature the plain-pilastered mantels typical of local Greek Revival work. The 1869 Port Colden Schoolhouse (site #51, photo #21), a well-preserved example of the 2-story schoolhouse type with a single room and vestibule/cloak room on each story and a gable-end entry and belfry, exhibits an amalgam of Italianate and Gothic Revival design motifs including wide overhanging eaves, round-arched door panels, and wide mullion-like central muntins on the front windows.

As depicted in the 1828 canal survey the site of the future village was vacant, mostly wooded land in the ownership of several individuals, crossed by the Washington Turnpike (Route 57) and the road from Changewater to Oxford Furnace (Port Colden Road). A triangular lot of several acres on the east side of Port Colden Road between the canal and the turnpike was the property of George Creveling who also owned land on the south side of the turnpike. Land to the east of Creveling, abutting Port Colden Road north of the canal and encompassing the site of the boat basin and inclined plane was owned by Newbold Woolston, whose house and barn near the foot of the plane were evidently the only buildings in the immediate vicinity. Woolston was one of the neighborhood's early settlers, and the stone house built by him or his son, Abraham, (site #61, photo #28) survives today as the district's oldest building. On the west side of Port Colden Road was a long narrow parcel of several acres which extended from the turnpike to the bend in the road at what is now the north side of the district. It was owned by John B. Parke, a rich farmer and landowner who lived at nearby Changewater. The land to the west of Parke and the canal lock formed part of a large property belonging to another prominent local landowner, Col. William McCullough of Asbury.²

Joining the ranks of local entrepreneurs inspired by the economic promise of the Morris Canal, William C. Dusenberry acquired considerable property at what became Port Colden between 1833 and 1838 including much of the Creveling and Parke holdings. William Coxe Dusenberry (1807-67) was the youngest child of Major Henry Dusenberry, a large landowner from New Hampton, a village located a few miles south of Port Colden on the Musconetcong River, where he was successfully engaged in several commercial and industrial enterprises before his death in 1825. An early canal advocate, the elder Dusenberry was one of two Hunterdon County citizens asked to join in petitioning the state legislature on behalf of the proposed waterway in 1821. Probably inspired by his father's example and perhaps utilizing assets inherited from him, as well as borrowed

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money, William Dusenberry energetically sought to develop his new property on the canal and promote the fledgling community.³ He erected the settlement's first storehouse on a 1.18 acre lot just north of the canal on the west side of the road purchased in 1833 and the hotel (site #26) on a turnpike corner lot acquired in 1835. Dusenberry purportedly intended the large hotel with its impressive Greek Revival portico as a summer resort. His father had been a principal in the development of a local spa, the Mansfield Mineral Springs, which subsequently failed and which he purchased from his father's executors in 1831. The son is said to have demolished the old hotel there, transported the salvaged materials to Port Colden, and used them in constructing the house (site #41, photo #s 12 and 13) which he built as his residence on the triangular lot of 4.5 acres on the other turnpike corner acquired in 1833.⁴ Dusenberry evidently erected a number of houses and a chapel at Port Colden; one local source credits him with the construction of over 32 buildings there. His expansive plans reputedly led skeptical neighbors to call the place "Dusenberry's Folly," and to countermand this Dusenberry is said to have named it Port Colden in honor of Cadwallader D. Colden, second president of the Morris Canal and Banking Company. Regardless of its origins the place name of Port Colden was in use at least as early as February 2, 1834 when a post office was established there with William C. Dusenberry as the first postmaster and presumably was located in his store.⁵

In addition his land development and commercial interests, William Dusenberry pursued business opportunities in the field of transportation. He and his brother Joseph were partners in the operation of a stagecoach line between Trenton and Belvidere, a venture which evidently ended upon Joseph's death in 1831.⁶ He next engaged in the canal freight shipping business. In 1833, the year of his first property acquisitions at Port Colden, "Mr. W. Dusenberry" submitted an application to the canal company for the construction of a boat basin "near Hackettstown" (the intended location is thought to have actually been Port Colden, although the large basin there was not constructed until 1837), and in June, 1836 "William C. Dusenberry and Co. Port Colden" advertised for "hands and mules to run 150 boats." Dusenberry appears to have been overly optimistic about this venture; he had acquired only 25 boats from the canal company by that time and by the beginning of the next year had to request that the company release him from his contract to purchase 18 more, a request granted on January 19, 1837. Dusenberry also became involved in the attempt to found two railroads. He was one of the incorporators of the Port Colden-

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Belvidere Railroad which was chartered on February 9, 1836 and of the Port Colden-Morristown Railroad incorporated February 28, 1837, neither of which venture was successful.⁷

The proposed Belvidere railroad appears on a c. 1836-37 survey map of William Dusenberry's Port Colden property which depicts the subdivision of his land between the canal and turnpike into building lots with buildings on several of them including the "Hotel" and his "Mansion House" on the turnpike corner.⁸ Dusenberry began to sell these lots and his other holdings (including lots on the west side of the road north of the canal bridge) in 1836, although he continued to acquire property at Port Colden including a 77-acre farm on the south side of the turnpike purchased in 1838.⁹ In 1838 he sold his residence to his widowed mother by a deed which indicates that she was already living on the premises, and sometime thereafter he moved to Jersey City, perhaps in pursuit of other business opportunities. He was back in Port Colden by the middle of 1840, after which, if not before, he began experiencing the financial difficulties, not doubt exacerbated by the economic downturn associated with the Panic of 1837, which resulted in the seizure and sale of his remaining Port Colden property at several court-ordered sheriff sales in 1841 and 1842. He had mortgaged the hotel property, for example, to the Morris Canal and Banking Company in 1835 for \$2,000, and the foreclosed property was sold in 1841.¹⁰ Embroiled in his affairs, his mother lost her house in 1842 and died one month after it was sold at auction. After this debacle, Dusenberry moved with his wife, Jane Anderson, and their growing family to New York City where he died in 1867.¹¹

Dusenberry was not the only entrepreneur active at Port Colden early in the canal era. The hotel lot was one of several lots which John Anderson, Dusenberry's brother-in-law, subdivided from a 2-acre portion of the Parke tract fronting on the turnpike purchased by him from Parke in 1835 and sold off within a few years.¹² The 1837 deed for the six contiguous lots sold by William McCullough to Joseph Carter refers to "the town plan of Port Colden," and several other property conveyances made by McCullough in that year indicate that had platted the eastern portion of his large property into a rectilinear grid of small lots with several perpendicular streets of which "Canal Street" (present day Lock Street) ran along its eastern border abutting the former Parke tract. While lots fronting the turnpike and Canal or Lock Street were sold, the two other streets mentioned in the deeds, "Dusenberry" and "Ball" were never opened.¹³

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A second storehouse was constructed on the south side of the canal (site #28, photo #16) on a lot conveyed in 1836 by John Parke to Cornelius Stewart, a merchant and mill owner, who in the following year acquired the site of the canal basin from Abraham Woolston. Canal company records indicate that the basin was constructed during his short ownership of the property which he conveyed to the company in 1838.¹⁴ Stewart bought and sold other property in the village (including the remainder of McCullough's holdings) before and after 1840, and for several years in the early 1840s he "engaged in mercantile business" there.¹⁵

The middle of the 19th century evidently was a prosperous period of expansion for Port Colden. Extensive improvements were made to the canal in the 1840s, work which included widening the prism and rebuilding the locks and inclined planes to accommodate larger boats (the rebuilt Port Colden plane was one of only three double-track planes on the canal).¹⁶ By 1844, according to Barber and Howell's description, the village contained between 12 and 25 dwellings, as well as a church. The church presumably was the one on the Dusenberry "chapel lot" on Lock Street acquired in 1842 by Abraham Woolston, an active Methodist in whose barn in 1810 or 1812, and subsequently in whose stone house (site #61), the neighborhood's Methodists are said to have first met for worship.¹⁷ The hotel property was sold at auction in 1842 to William Phillips, and shortly thereafter the building was converted into a private school of Episcopalian affiliation, known as St. Matthew's Hall. The school purportedly was conducted first by a "Rev. Mr. Babbit;" he was succeeded by another Episcopalian priest, the Rev. Peter L. Jacques, who in 1845 purchased the chapel lot and two years later the school property from Phillip's widow. An 1849 newspaper article noted that the Rev. Jacques had three assistant teachers and between twenty and thirty students; and the 1850 census records that his household included fifteen boys between seven and seventeen years old, two male teachers of foreign birth, and three female Irish domestics, in addition to his wife and three children. An 1852 advertisement for the Rev. Jacques' "English and Classical school" noted that a "Female Dept." had been added. Evidently not a financial success, the school closed sometime before 1862, in which year Rev. Jacques lost the property at a sheriff sale.¹⁸ The community acquired a physician in the 1840s, Dr. William Cole who settled on property west of Lock Street fronting on the turnpike which he purchased in 1841.¹⁹

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Limited commercial and industrial development also occurred at Port Colden during the middle of the 19th century. Canal boatmen figured prominently among the community's residents enumerated in the 1850 census, and by 1860 the village was home to three boat builders, one of whom Ashell Gaylord evidently established his boat yard in the 1850s on property on the east side of the basin rented from the canal company. His boat yard flourished for more than a decade, becoming the community's most important business. According to the 1870 Industrial census he employed hand-powered tools and machines to build five boats worth \$4,750 and conducted repair work valued at \$6,300 (the size of his work force was not given). The lumber used in this business is said to have been milled at a saw mill owned by the canal company at the summit of Plane 6 West (site #60). It probably was the saw mill listed in the 1870 industrial census operated by W. S. Opdyke which employed eight hands to produce 300,000 feet of lumber valued at \$6,000.²⁰ Gaylord also acquired the property west of Lock Street previously platted into building lots but had little success in developing it. Another mid-19th-century industry was the apple distillery established before 1860 on the creek at the north edge of the village; a much more modest enterprise than Gaylord's boat yard, John Opdyke's distillery had one employee in 1870 and produced 1,212 gallons of cider worth \$303 and 54 gallons of "liquor" worth \$162.²¹ A brick yard was established at Port Colden by the 1870s which operated at least until the 1880s. It evidently was the "brick kiln" depicted in the 1874 atlas just west of the village near the residence of E. N. Dilts; according to the 1870 industrial census brick maker Nathan Dilts employed five men using horse power and hand molds to produce 200,000 brick worth \$2,200. Dusenberry's storehouse on the north side of the canal is said to have been converted into a paper mill which was run by John L. Brewer and destroyed by fire about 1870. It must have been a short lived enterprise, since is not listed in the 1860 and 1870 industrial censuses. A number of artisans settled at Port Colden during the period including a shoemaker, blacksmith, wheelwright, tinsmith, tailor, and a mason.²²

Port Colden also attracted several merchants. The village had three general stores in 1860: the former Cornelius Stewart storehouse (site #29, photo #16), owned and operated by David M. Wyckoff, another conducted by William Widener (site #25, photo #10), and a third operated by the partnership of "Carter and Martenis." The 1874 atlas depicts four stores in the village, three along the canal (the A. M. Nunn store, formerly Stewart and Wyckoff, site #29, W. Widener's store, site #25, and C. C. Hummer's store, site

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#34) and a new store on the turnpike (site #8, photo #4) operated by William Tietsworth. Andrew M. Nunn was succeeded by Simon W. Nunn who carried on an extensive business well into the early 20th-century when he was touted as "the Wanamaker of Warren County." After the demise of St. Matthew's Hall, the building was reopened as a hotel which operated from the 1860s until the latter part of the century, when it was known as the Elbro House and owned by members of the Wyckoff family, one of whom George P. Wyckoff converted it into his residence.²³

That the middle of the 19th century was a prosperous period for the community is evident in the substantial brick school house erected in 1869 (site #51, photo #21), quite possibly from locally manufactured bricks. Its construction was noticed by the Washington newspaper which commended the "liberality, and public spirit" of the School District and the community. Andrew Nunn and Ashel Gaylord are said to have been instrumental in instituting the project. Village children had previously attended a small, stone, octagonal school just east of the village on the turnpike. Although the old Episcopal chapel was converted into a three-family dwelling (site #22), the second story of the school house was used for religious services by local residents who left the Methodist church at Washington. A new congregation was formed, and in 1893 a church of modern design (site #48) was built overlooking the canal basin on a lot donated by Simon W. Nunn.²⁴

By the 1870s, with the exception of the Methodist church, Port Colden had realized its maximum 19th-century development, and thereafter began a period of slow decline which culminated in the closing of its various commercial and industrial enterprises by the early 1900s and the abandonment of the canal in 1924. Although the Morris and Essex Railroad, constructed in the 1860s, passed just south of the village no stop was established there and business activity was drawn to the growing town of Washington. While in 1881 the village contained

a hotel, the Elbro House, two or three stores, a blacksmith-shop, wheelwright-shop, brick kiln, [and a] distillery

the boat yard had been abandoned and one or two stores closed.²⁵ There was a spurt of activity in the early 20th-century when the Phillipsburg/Port Murray trolley line was built along the old turnpike to Port Colden in 1906 and shortly thereafter extended to Port

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Murray along the route of the canal. A power house and car barn were erected by the trolley company just south of the inclined plan, and a picnic grove called "Silver Spring Forest" was established in a nearby wooded ravine during the following year in an attempt to attract customers to the line.²⁶ While several houses were erected and/or remodeled before and after 1900, no new commercial or industrial development occurred. The lack of rail connections put Port Colden at a competitive disadvantage, a situation, made worse by declining traffic on the canal, that boded ill for the economic health of the community. By the World War I era all of the community's commercial and industrial enterprises had closed. The Nunn canal store, for example, closed sometime after the death of Simon Nunn in 1810 and was converted into apartments by the early 1920s; the post office was discontinued in 1919.²⁷ The long moribund canal was abandoned in 1924, and the financially strapped trolley company ceased operations in the following year having just replaced its Port Colden facility with a new barn and power plant at Broadway. The boat basin was purchased by Washington Township Board of Education who built a consolidated school of modern design (site #47) on the property in 1931.²⁸ The new school, much enlarged and remodeled, remains in use today, as does the Methodist Church.

In recent decades Port Colden, along with other villages of northwestern New Jersey, has attracted new residential development. Scattered building has occurred around Port Colden, and many of its dwellings have been renovated. Undergoing renovations which respected its historical architectural character, the old hotel was converted into professional offices in the 1980s. Township residents have recognized the community's historical qualities which make it a worthy candidate for inclusion on the National register of Historic Places.

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Notes

¹ Brian H. Morrell, Historic Preservation Survey of the Morris Canal in Warren County, New Jersey, Prepared for the Warren County Planning Board, Morris Canal Committee, and the Warren County Board of Chosen Freeholders, Belvidere, NJ, 1983, pp. 31 & 44; Barbara N. Kalata, A Hundred Years A Hundred Miles New Jersey's Morris Canal, Morristown, NJ: Morris County Historical Society, 1983, page 145.

² Lorenzo A. Sykes, Engineer, "Map and Field Notes of the Morris Canal & Banking Company for Warren County, New Jersey," Morris Canal & Banking Company Records. 1828, folio 21; James P. Snell (ed.), History of Warren and Sussex Counties, New Jersey, Philadelphia: Everts & Peck, 1881, pp. 499 & 714.

³ Warren County Deeds, Book 11, pp. 278 & 279, Book 13, page 453, Book 14, pp. 149 & 553, and Book 16, pp. 288, 385, & 476; Henry Dusenberry and Jean Porcaro, The Dusenberry Story. Orem, Utah: Jean Porcaro, 1989, pp. 31-39; Kalata, pp. 21-27; "Port Colden, The Story of How and Why it Was Founded," The Washington Star, December 17, 1891.

⁴ Warren County Deeds, Book 11, pp. 278 & 279, Book 13, page 453, and Book 9, page 392; "Port Colden...", The Washington Star, December 17, 1891; "Revival of Mansfield Mineral Springs," Belvidere Apollo, August 1, 1826; "New Hampton National Register Nomination," Section 8, page 7.

⁵ "Port Colden...", The Washington Star, December 17, 1891; John L. Kay and Chester M. Smith, Jr., New Jersey Postal History, Lawrence, Massachusetts: Quarterman Publications, Inc., 1976, page 135; Snell, Warren County, page 714; Kalata, pp. 21-27; Warren County Deeds, Book 14, page 199 and Book 20, page 337.

⁶ Dusenberry, page 38; "New Line of Mail Coaches from Belvidere to Trenton (By Contract)...J. W. & W. C. Dusenberry...May 18, 1830," Belvidere Apollo, June 22, 1830; "Belvidere and Trenton Mail Stage - New Arrangement...C. H. Vanderveer, & Co.....January 31, 1832," Belvidere Apollo, February 14, 1830.

⁷ Kalata, pp. 22, 237-38, 252, 301, & 324-25; "Boatmen...William C. Dusenberry and Co. Port Colden," Palladium of Liberty, June 28, 1836; "Minutes," "Morris Canal and Banking Company, February, 18, 1833, January 9, 1837 and March 1, 1838.

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⁸ "Map of the Property at Port Colden Belonging to W. C. Dusenberry," No date, but probably c. 1836-37.

⁹ Warren County Deeds, Book 14, page 553, Book 15, pp. 15, 17, 174, & 466, Book 16, pp. 17, 218, 288, 388, & 476; and Book 18, pp. 53, 282, & 409.

¹⁰ Ibid., Book 19, page 593 and Book 21, pp. 93, 90, & 337.

¹¹ Ibid., Book 21, page 90 and Book 26, page 106; "Port Colden...", The Washington Star, December 17, 1891;

¹² Warren County Deeds, Book 14, page 288 and Book 23, page 427.

¹³ Ibid., Book 15, page 551, Book 16, pp. 504, 507, & 551, and Book 17, page 652.

¹⁴ Ibid., Book 17, page 81 and Book 15, page 352.

¹⁵ Ibid., Book 18, pp. 53 & 3218, Book 118, pp. 426 & 427, Book 19, page 75, and Book 14, page 288; James P. Snell (ed.), History of Hunterdon and Somerset Counties, New Jersey. Philadelphia: Everts & Peck, 1881, page 456.

¹⁶ Kalata, pp. 397-400.

¹⁷ John W. Barber and Henry Howe, Historical Collections of the State of New Jersey. Newark: Benjamin Olds, 1844, page 500; Warren County Deeds, Book 20, page 337. While Barber and Howell described the church at Port Colden as a "Baptist church," they may have been mistaken since there is no other record of that denomination being active there.

¹⁸ Warren County Deeds, Book 21, page 93, Book 27, page 606, and Book 58, page 599; Snell, Warren, page 568; "Port Colden...", The Washington Star, December 17, 1891; "St. Matthew's Hall," Belvidere Intelligencer, April 11, 1849; "St. Matthew's Hall, Port Colden...", Belvidere Intelligencer, October 28, 1852.

Rev. Jacques evidently conducted services in the chapel, the 1860 county map identifies it as the "Epis. Ch.," but was unsuccessful in forming an Episcopalian congregation (H. F. Walling, Map

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of Warren County, New Jersey, New York: Smith, Gallup & Co., 1860; Snell, Warren, page 717).

¹⁹ Warren County Deeds, Book 19, page 216; A. Van Doren Honeyman (ed.), Northwestern New Jersey A History of Somerset, Morris, Hunterdon, Warren and Sussex Counties. New York: The Lewis Publishing Company, 1927, page 757.

²⁰ United States Census, Population Schedules, Washington Township, Warren County, New Jersey, 1850 and 1860; United States Census, Products of Industry Schedules, Washington and Mansfield Townships, Warren County, New Jersey, 1870; James Lee, Tales the Boatmen Told, Exton, PA: Canal Press, Inc., 1977, page 171; F. W. Beers, County Atlas of Warren, New Jersey, New York, F. W. Beers & Co., 1873, page 62.

²¹ Beers, 1874 County Atlas, page 62; Walling, 1860 Map of Warren; United States Census, Products of Industry Schedules, Washington and Mansfield Townships, Warren County, New Jersey, 1870; Robert A. Wandling, Chairman, Commemoration Publication Committee. Washington Township Centennial 1849-1949, page 10.

²² "Port Colden...", The Washington Star, December 17, 1891; United States Census, Population Schedules, Washington Township, Warren County, New Jersey, 1850, 1860, and 1870; United States Census, Products of Industry Schedules, Washington Township, Warren County, New Jersey, 1850 and 1870; Snell, Warren, page 719. See note #24 below for discussion of the village mason.

²³ Beers, 1874 County Atlas, page 62; Snell, Warren, page 719; Frank Dale, Warren County Chronicles, Byways, Backroads and Boondocks, Hamlets of Warren. Hackettstown, NJ: Hackettstown Historical Society, 1996, page 33; Weaver & Kern (comp.). Warren County History and Directory or the Farmers Guide and Business Men's Guide. Washington, NJ: Press of the Review, 1886, pp. 183-85; Post card view of the S. W. Nunn's store captioned "'The Wanamaker of Warren County' Port Colden, New Jersey," no date.

²⁴ "Port Colden...", The Washington Star, December 17, 1891; "Port Colden," The Washington Star, November 27, 1869; Wandling, page 10; "Old Eight-Square School Yields to the March of Progress," The Washington Star, November 17, 1933; "Port Colden Octagonal School Building," The Washington Star, October 11, 1939; Snell, Warren, page 570; Warren County Deeds, Book 151, page 7.

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According to the 1933 newspaper article the stone octagonal school "was built by the father of Calvin Opdyke about 1835," and the 1939 article stated that the father of Jacob and Calvin (the latter still alive at the time) "also erected the old hotel and several residences in Port Colden." The father presumably was the John Opdyke, with sons Jacob and Luther C(alvin?) among his children, enumerated in the 1860 census and identified as a mason (United States Census, Population Schedules, Washington Township, Warren County, New Jersey, 1860).

A drawing of the proposed church signed by "A. H. Price, Arch." appeared in the September 29, 1892 issue of The Washington Star, together with a brief description: "The audience room.... will be finished with light wood and have an arched ceiling. The pews are to be placed in a half-circle or amphitheatre style, placing the pulpit in front of the entire audience. There will be an end gallery and two classrooms underneath. The seating capacity will be a little over three hundred." The estimated cost of the building was \$2,300, of which the building committee had \$1,600 in cash or pledges, and construction was to start early in the following spring after a few hundred more dollars had been raised. The church as built differed from Price's design in some of its detailing including the profile of the tower's roof, the elimination of small dormers from the tower and a bracketed hood from the entry, and changes in the fenestration of the tower and south gable end.

²⁵ Morrell, page 4; Beers, 1874 County Atlas, page 62; Snell, Warren, page 719.

²⁶ "The Trolley Will Soon Start" The Washington Star, August 30, 1906; "Yes The Trolley Is Really Here," The Washington Star, September 9, 1906; "Silver Springs Forest," The Washington Star, July 7, 1906.

²⁷ Honeyman, pp. 756-57; Morrell, 139; Kay and Smith, Postal History, page 135.

²⁸ "The Trolley Co. is Hard Hit," The Washington Star, February 2, 1925; "New Power Plant For Trolley Co.," The Washington Star, February 18, 1923; Morrell, page 5; Wandling, page 10.

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Warren County Road Returns

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Verbal Boundary Description

The boundary of the Bowerstown Historic District is delineated on the attached map entitled "Port Colden Historic District Site Location and Boundary Map", and is verbally described and justified in the following paragraphs. The site and boundary map is an assemblage of portions of the following municipal tax maps: Sheets 13, 19, and 20, Washington Township, Warren County, New Jersey, prepared by American Air Surveys, Inc. in association with Edward B. Van Nolte, L. S. dated September, 1961 and last updated in 1988; and Sheet 6, Mansfield Township, Warren County, New Jersey, prepared by Monroe Engineering, Inc. dated September 1, 1967 and last updated in 1971.

Beginning in Washington Township at the southwest corner of block 40, lot 81, which point is on the north side of Route 57, the district boundary proceeds north along the west side of lot 81 to that lot's northwest corner. Turning east, it then runs along the north sides of block 40, lots 81, 80, 79, and 78 and crossing Lilac Lane continues east along the north sides of block 40, lots 77, 85, and 76 to the northeast corner of the latter lot, also the southeast corner of block 40, lot 85.01. The boundary next runs north and west along the east and north sides of block 40, lot 85.01 to the northwest corner of that lot and Lilac Lane. It then proceeds north along the east side of Lilac Lane and the west sides of block 40, lots 84 and 83 to the northwest corner of the latter lot. It turns east and runs along the north sides of block 40, lots 83, 82, and 55 to the southwest corner of block 40, lot 52.02. From there it runs north, east, and south along the west, north, and east sides of block 40, lot 52.02 (the east side of the latter lot also being the west side of Port Colden Road) to a point on the east side of lot 52.02 and the west side of Port Colden Road which aligns with a straight continuation of the south side of block 43, lot 4.

From there the boundary proceeds east and north along the south and east sides of lot 4 to the northeast corner of that lot, and then cuts across block 43, lot 3 in a straight line to the northwest corner of block 43, lot 27. It next runs south along the west sides of block 43, lots 27 and 28 to the southwest corners of those two lots, which point is on the north line of block 43, lot 10. The boundary proceeds east and south along the north and east sides of block 43, lot 10 to the southeast corner of the lot. From there it runs east along the north side of block 43, lot 23 to the

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northeast corner of that lot which point is on the municipal boundary line between Washington and Mansfield Townships, and crossing the boundary continues east in Mansfield Township along the north sides of block 601.01, lots 3.01, 1.02, and 2.01 to the northeast corner of the latter lot.

The boundary then proceeds south, west, and north along east, south, and west sides of block 601.01, lot 2.01 to the north corner of block 601.03, lot 71, also an east corner of block 601.03, lot 69. From there it runs south and west along the east and south sides of the latter lot to the southwest corner of lot which point is on the municipal boundary line between Washington and Mansfield Townships, and crossing the boundary continues west into Washington Township along the north side of block 43, lot 22 to the southeast corner of block 43, lot 23. It then runs north and west along the east and north sides of lot 23 to that lot's west corner which point is on the south side of Morris Canal Terrace and the north side of block 43, lot 21. The boundary then runs west along the south side of Morris Canal Terrace and the north side of block 43, lot 21 to the northeast corner of block 43.01, lot 1. It continues west along the north side of block 43.01, lot 1 to the northwest corner of that lot; from there it cuts across Route 57 in a straight line to the southeast corner of block 43, lot 76, which point is on the north side of Route 57. The boundary proceeds west along the north side of Route 57, also the south side of block 43, lots 76, 85, 77, 78, 79, 80, and 81, to the southwest corner of the latter lot and the place of beginning.

Verbal Boundary Justification

The boundaries of the Port Colden Historic District were delineated to include to the greatest extent possible historical resources associated with the community, with not only the fewest non-contributing buildings but also, where appropriate open space which helps establish its setting.

On the south side of the district, Route 57 and the Conrail right-of-way establish a clear and obvious physical boundary. The to west the line was drawn to exclude the modern commercial development along Route 57 and to include open space on the east side of Lilac Lane which helps establish the district's rural setting as well as the site of canal ear dwelling (site #1). To the north the line was drawn to exclude modern residential development along Port

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Colden Road and scattered elsewhere, but to include a large open field (part of block 43, lot 3) which helps establish the district's rural setting.

UTM REFERENCES (cont.)

5	18	5 0 3 9 6 0	4 5 1 2 7 0 0
6	18	5 0 4 0 2 0	4 5 1 2 5 0 0
7	18	5 0 4 2 6 0	4 5 1 2 8 4 0
8	18	5 0 4 5 6 0	4 5 1 2 8 8 0
9	18	5 0 4 5 8 0	4 5 1 2 6 8 0
10	18	5 0 4 2 8 0	4 5 1 2 5 6 0
11	18	5 0 3 8 2 0	4 5 1 2 3 2 0
12	18	5 0 3 4 8 0	4 5 1 2 2 0 0

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Port Colden HD
Warren County, NJ

List of Photographs

Photographer: Dennis Bertland

Date of Photographs: Spring, 1998

Negative repository: Dennis Bertland
Dennis Bertland Associates
P.O. Box 11
Port Murray, NJ 07865

Photo #1.....Site #s 2 and 3, NE view
Photo #2.....Site #s 6 - 8, NE view
Photo #3.....Site #s 9, 10, 26, NE view
Photo #4.....Site #s 9 and 10, NW view
Photo #5.....Site #23, NE view
Photo #6.....Site #12, NW view
Photo #7.....Site #13, SW view
Photo #8.....Site #s 14 - 16, NW view
Photo #9.....Site #s 16 - 19, NW view
Photo #10.....Site #25, NW view
Photo #11.....Site #26, NE view
Photo #12.....Site #s 42 and 41, SE view
Photo #13.....Site #41 entry detail, E view
Photo #14.....Site #s 42 - 44, NE view
Photo #15.....Site #44, SE view
Photo #16.....Site #28, NW view
Photo #17.....Site #31, N view
Photo #18.....Site #30, NW view
Photo #19.....Site #47, SE view
Photo #20.....Site # 48, NE view

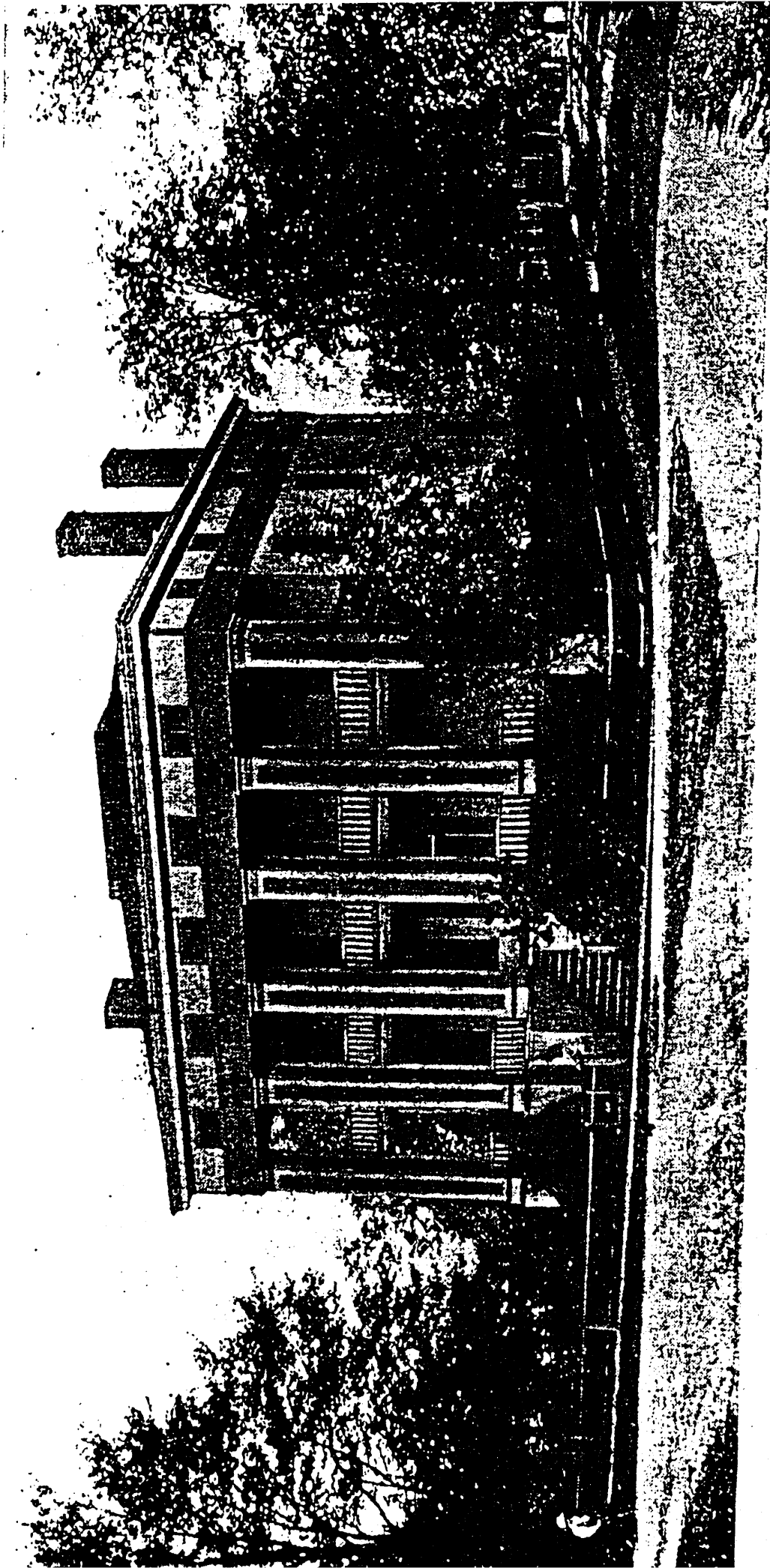
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- Photo # 21.....Site #51, NE view
- Photo # 22.....Site #35, NW view
- Photo #23.....Site # 36, SW view
- Photo #24.....Port Colden Road, south view from Site #40
- Photo #25.....Site #55, NE view
- Photo #26.....Site #s 60 and 56, NW view
- Photo #27.....Site #59, SW view
- Photo #28.....Site #61, NW view



WYCKOFF HOMESTEAD, PORT COLDEN, NEAR WASHINGTON, N. J.

Port Colden Hotel / St Matthew's Hall (site # 26)
dated early 20th-century post card. NW view

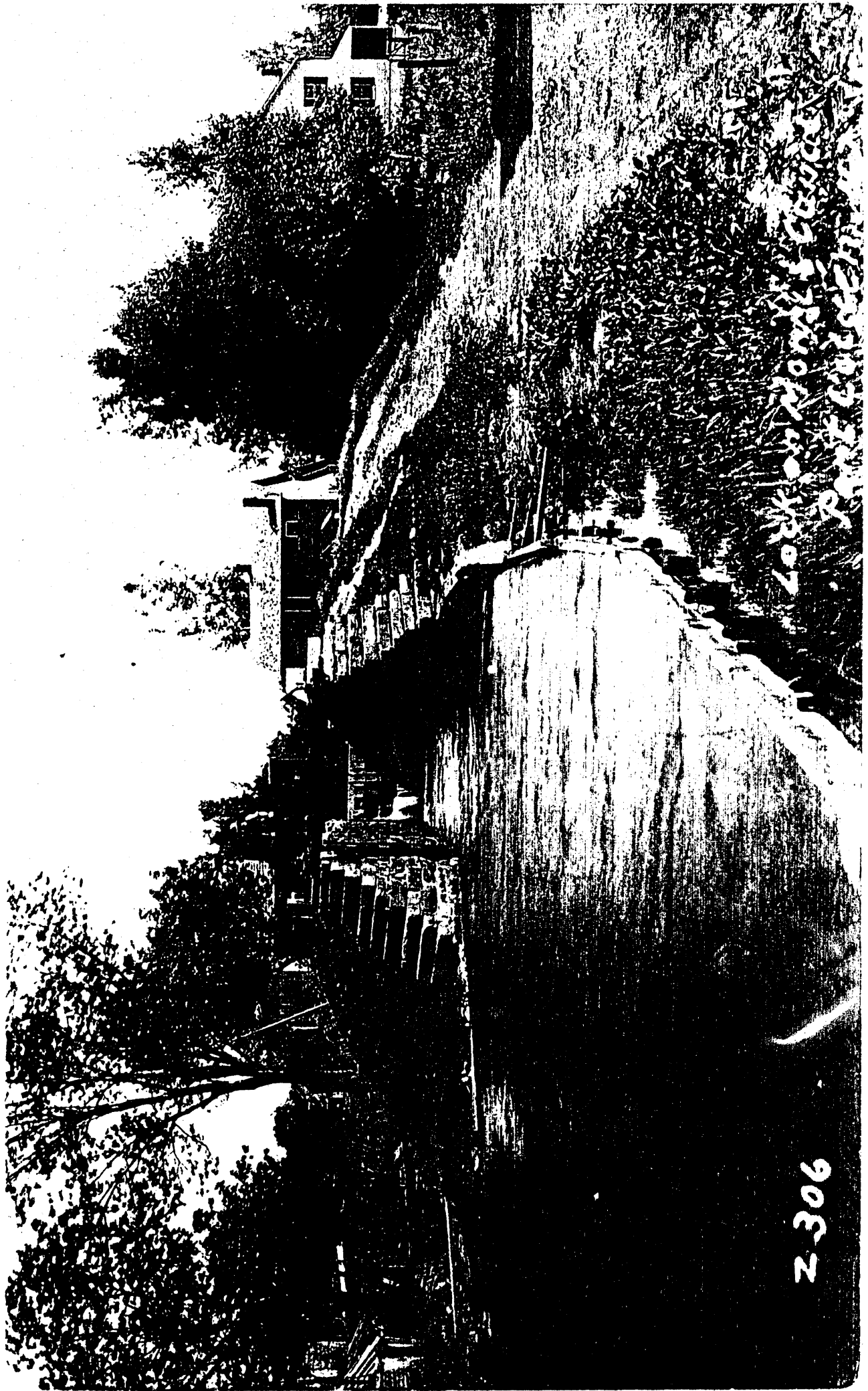
R. A. JENKINS NEWARK N. J.

Port Colden HD



"The Wanmaker of Warren County"
Port Colden, New Jersey

Stewart Wyckoff / Nunn Store at Port Colden
(site # 28) undated early 20th century post card,
New Jersey



2306

Lock & West. Widmer's Store (site #S30{25) SE view
undated, early 20th-century photograph
Port Colden, H.D.

Scene at Port Colden, Port Colden, N. J.



Boat basin, church & school at Port Colden (sites 47, 48 & 51)
north view, undated early 20th-century post card.

Port Colden HP



Port Colden School (file #51) undated early 20th century photograph, NE view

Port Colden HD
11-1-1900 NJ

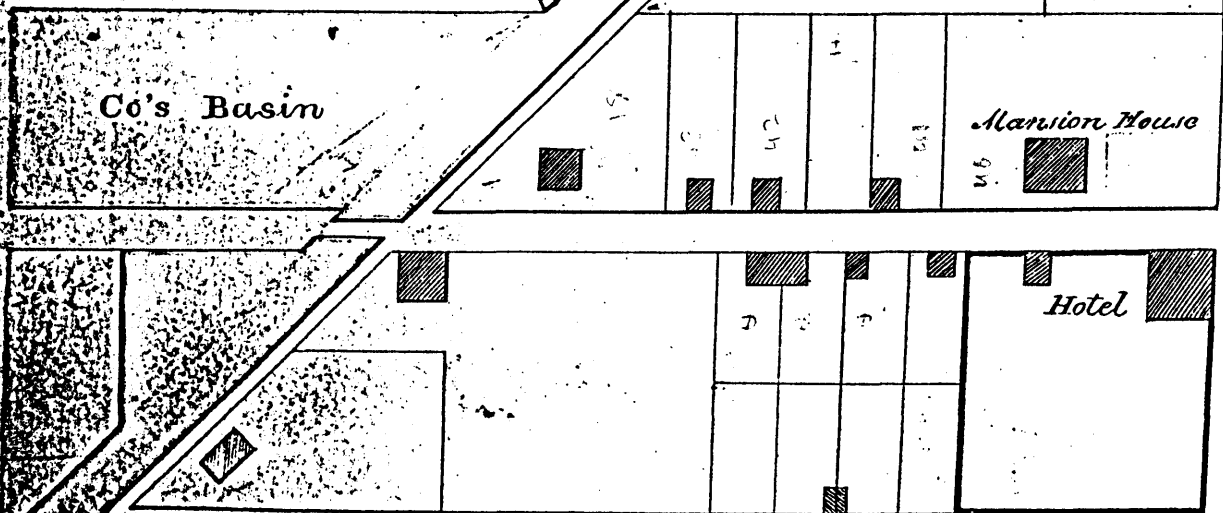
"Map of Property at Port Colden
Belonging to W. C. Dusenberry,"
no date, but c. 1836-37

Arm Woolston

Proposed Rail Road to Belvidere

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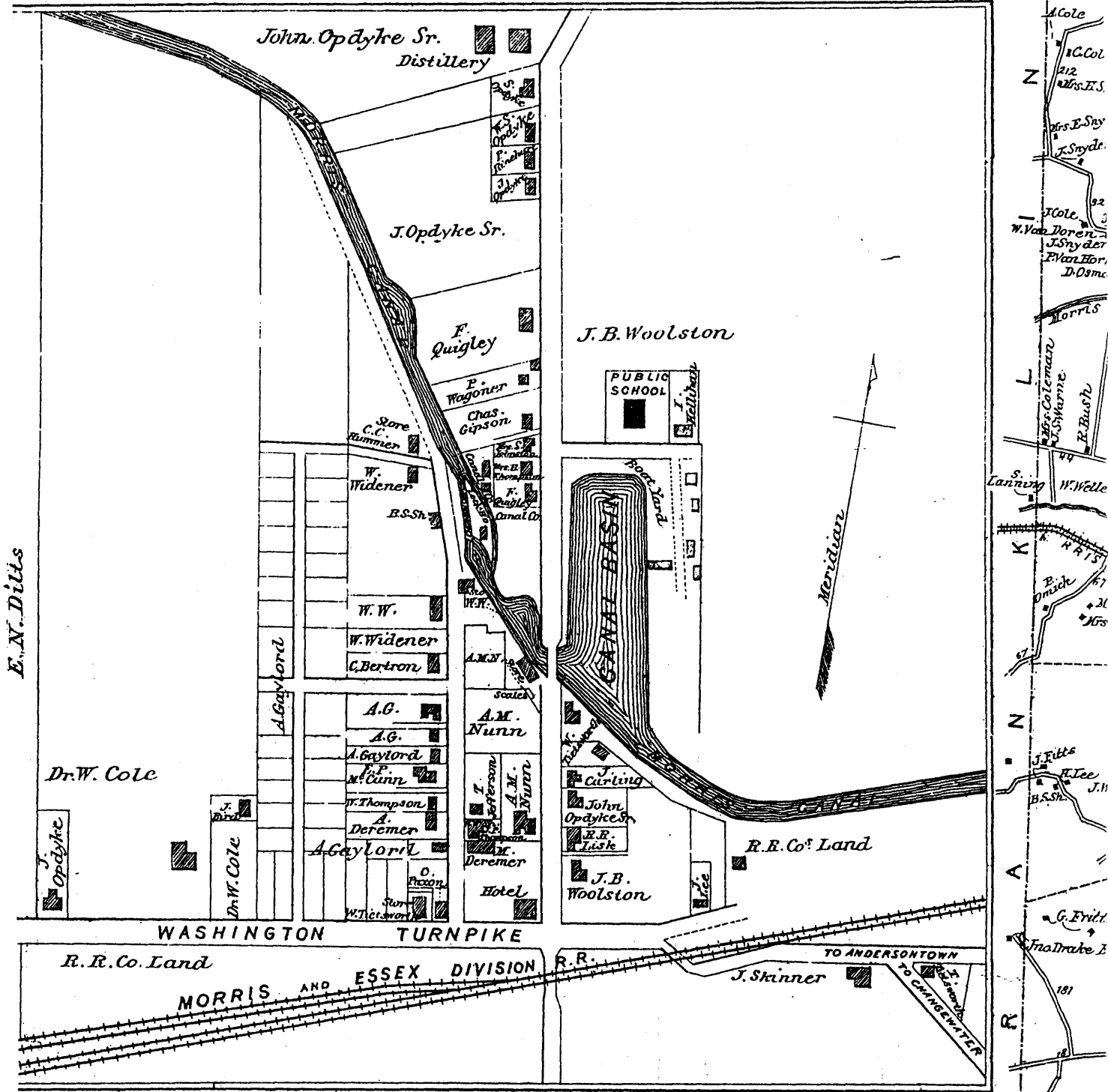


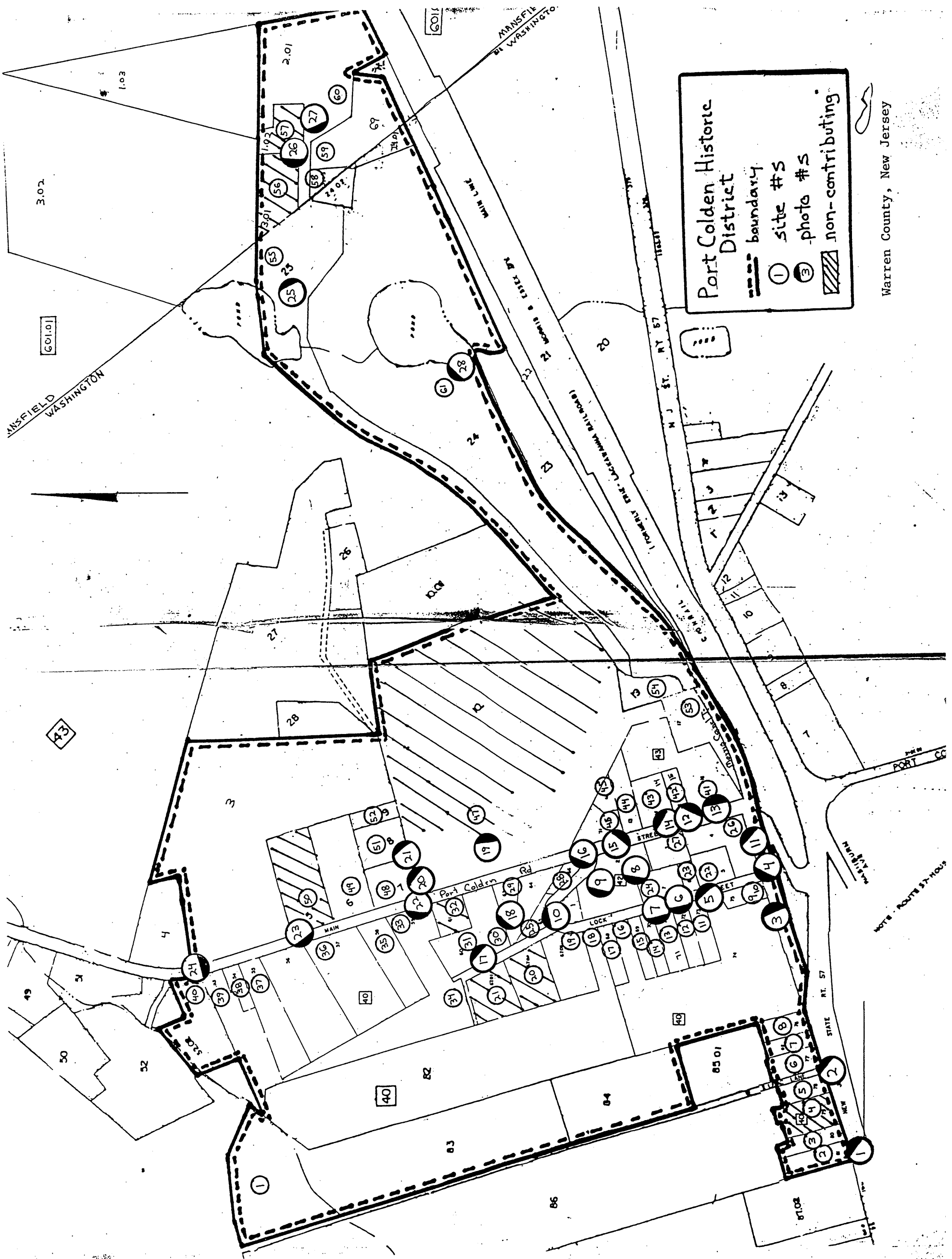
Port Colden Historic District
Warren County, New Jersey

PORT COLDEN

WASHINGTON TP.

Scale 20 Rods to the inch





Port Colden Historic District

- boundary
- ① site #S
- ③ photo #S
- ▨ non-contributing

Warren County, New Jersey