NPS Form 10-900 (Oct. 1990)

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

#### National Register of Historic Places Registration Form



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 Port Colden Historic District other names/site number \_\_\_\_ 2. Location Morris Canal Terrace street & number Route 56, Lock Street, Port Colden Rd., N/A not for publication Washington and Mansfield Townships \_\_\_\_\_ □ vicinity \_\_\_\_ code NJ county Warren code 041 zip code 07882 3.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 XI 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 does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide does not meet the National Register criteria. I recommend that this property be considered significant nationally does not meet the National Register criteria. Signature of certifying official/Title Assistant/Commissioner for Natural & Historic Resources/DSHPO State of Federal/agency and bureau In my opinied, the property  $\square$  meets  $\square$  does not meet the National Register criteria. ( $\square$  See continuation sheet for additional comments.) Signature of certifying official/Title State or Federal agency and bureau National Park Service Certification I hereby certify that the property is: Date of Action ventered 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:) \_\_\_\_

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

Port	Colden	HD	
Jame of	Property		

Warren,	NJ
County and State	

5. Classification				
Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Res (Do not include pre	sources within Propert viously listed resources in the	<b>y</b> e count.)
☑ private	☐ building(s)	Contributing	Noncontributing	
□ public-local		59	37	buildings
<ul><li>☐ public-State</li><li>☐ public-Federal</li></ul>	☐ site ☐ structure	3		
□ public-i ederal	□ object			
		65	37	Total
Name of related multiple po (Enter "N/A" if property is not part	roperty listing of a multiple property listing.)	Number of con in the National	tributing resources pro	eviously listed
N/A		4		
6. Function or Use				
Historic Functions (Enter categories from instructions)		Current Functions (Enter categories from		
domestic/single fam	ily	domestic/si	ngle family	
domestic/hotel		religion/religious facility		
commerce/department	store	education/school		
education/school		commerce/bu	siness	
transportation/wate	r-related			
industry/manufactur	ing facility			
religion/religious	facility			
7. Description				
Architectural Classification		Materials		
(Enter categories from instructions)		(Enter categories from	instructions)	
Greek Revival		foundation ston		
Gothic Revival		wallsclap	board	
Italianate		alum	inum	
		roof <u>synt</u>	hetic	
		otherbric	k	·

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

•	
Port Colden HD Name of Property	Warren, NJ County and State
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.)	Areas of Significance (Enter categories from instructions) transportation
☑ A Property is associated with events that have made	settlement pattern
a significant contribution to the broad patterns of our history.	commerce
•	education
☑ B Property is associated with the lives of persons significant in our past.	architecture
☑ 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	Period of Significance
individual distinction.	1824 - 1924
□ D Property has yielded, or is likely to yield, information important in prehistory or history.	
Criteria Considerations N/A	Significant Dates
(Mark "x" in all the boxes that apply.)	1835
Property is:	
☐ A owned by a religious institution or used for religious purposes.	
☐ B removed from its original location.	Significant Person (Complete if Criterion B is marked above)
☐ <b>C</b> a birthplace or grave.	William C. Dusenberry (1807-1867)
a bimplace or grave.	Cultural Affiliation
☐ D a cemetery.	N/A
☐ E a reconstructed building, object, or structure.	
☐ F a commemorative property.	•
	Architect/Builder
☐ G less than 50 years of age or achieved significance within the past 50 years.	A. H. Price
Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheet  9. Major Bibliographical References	s.)
Bibilography	
(Cite the books, articles, and other sources used in preparing this form on	•
Previous documentation on file (NPS): N/A	Primary location of additional data:
☐ preliminary determination of individual listing (36 CFR 67) has been requested	<ul><li>☒ State Historic Preservation Office</li><li>☐ Other State agency</li></ul>
previously listed in the National Register	☐ Other State agency ☐ Federal agency
previously determined eligible by the National	☐ Local government
Register	☐ University
designated a National Historic Landmark	☐ Other

Name of repository:

Washington Township Historic Preservation

Commission

☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey
#\_\_\_\_\_\_

□ recorded by Historic American Engineering Record # \_\_\_\_\_

Port Colden HD Name of Property	Warren, NJ County and State
10. Geographical Data	
Acreage of Propertyapprox. 91	Washington, NJ Quad
UTM References (Place additional UTM references on a continuation sheet.)	•
1 1 8 5 0 3 4 2 0 4 5 1 2 8 0 0 Zone Easting Northing 4 5 1 2 9 4 0	3 1 8 5 0 3 7 6 0 4 5 1 2 9 2 0  Zone Easting Northing 4 5 1 2 8 8 0  X See continuation sheet
Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)	
Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)	
11. Form Prepared By	
name/title Dennis N. Bertland	
organization Dennis Bertland Associates	dateApril, 1998
street & number P.O. Box 11	telephone (908) 689-6356
D	stateNJ zip code07865
Additional Documentation	
Submit the following items with the completed form:	
Continuation Sheets	
Maps	
A USGS map (7.5 or 15 minute series) indicating the	e property's location.
A Sketch map for historic districts and properties ha	aving 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 "noncontributing" to the district's historical significance. 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 19thcentury 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). 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 building's (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 is 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 dwelling's are the traditional, 2-story, gableroofed types with single-pile plans, gable-end chimneys, and generally regular fenestration patterns of three to five bays. 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 The district has two examples of the traditional 1 and 1/2story 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, gableroofed 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. 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. 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. 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

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, <u>dwelling</u> consisting of a 3-bay, single-pile main block with paired interior chimneys (brick stacks) and a rear ell.

Style: Gothic Revival/Italianate Date: c. 1860-74 influences

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

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.

<u>Style</u>: 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 <u>dwelling</u> with a rear appendage.

Style: Queen Anne influences

<u>Date</u>: 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.# C8

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470 Route 57 East. Frame, gable-roofed, 2-story, 5-bay, single-pile <u>dwelling</u> with interior east gable-end chimney (brick stack) and a modern, concrete block, exterior chimney on the west gable end.

<u>Style</u>: none <u>Date</u>: 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 <u>Date</u>: 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, <u>dwelling</u> 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

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

3 Lock Street. Frame, 2-story, gable-roofed, single-pile, 3-bay <u>dwelling</u> 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

17 Lock Street. Frame, 2-story, gable-roofed, single-pile, 4-bay <u>dwelling</u> (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

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

27 Lock Street. Frame, gable-roofed, L-shaped <u>dwelling</u> 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 bargeboard, 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

33 Lock Street. Frame, 2-story, gable-roofed, single-pile, 3-bay <u>dwelling</u> 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

37 Lock Street. Frame, 2-story, gable-roofed, 3-bay, single-pile <u>dwelling</u> 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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back and a brick stack.

41 Lock Street. Frame, 2-story, gable-roofed, <u>dwelling</u> 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

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

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

57 Lock Street. Frame, 2-story, 3-bay, gable-roofed, single-pile <u>dwelling</u> with a modern exterior block chimney on the south gable end.

Style: none

<u>Date</u>: c. 1874-85

Exterior features include clapboard siding, a box cornice

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with "paneled" bed molding (like that of the 1869 school, #51), frieze and returns that is carried on the raking eaves, and a central entry. The front porch has been removed leaving a ghost of its outline, vinyl siding is being installed and the windows replaced.

Outbuildings (1) concrete block and frame, gambrel-roofed, 1-story garage/work shop (c. 1965-85) (NC).

Contributing

B40/L82

Neg. # C 15

19 63 Lock Street. Frame, 2-story, 3-bay, gable-roofed, single-pile <u>dwelling</u> with an interior north gable-end chimney (brick stack) and rear and north gable-end appendages.

Style: none

Date: c.1840-60

It has aluminum siding, boxed overhanging eaves, a transomed central entry with glass-and-panel door, a mix of replacement windows, and a 2-story front porch with modern turned posts.

Contributing

B40/L67.03

Neg. # C 19

20 73 Lock Street. Frame, 1-story, gable-roofed, dwelling.

Style: none

Date: c. 1970s

Non-Contributing

B40/L67.02

Neg. # C 17

21 81 Lock Street. Frame, 1-story, gable-roofed, dwelling.

Style: none

Date: c. 1970s

Non-Contributing

B40/L67.01

Neg. # C 17

10-12 Lock Street. Frame, 2-story, 4-bay, gable-roofed, single-pile <u>duplex</u> <u>dwelling</u> (set perpendicularly to the street) with an modern exterior west gable-end chimney. It occupies the site of and perhaps was remodeled from the

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

Style: none

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

Date: mid 19th

18 Lock Street. Frame, 2-story, gable-roofed, <u>dwelling</u> 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

22 Lock Street. Frame, 2-story, 3-bay, gable-roofed, single-pile <u>dwelling</u> 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.

2.5

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Contributing

B42/L7

Neg.# B 34, C 1

stack).

story, 4-bay, gable-roofed, single-pile store house (converted into a dwelling) with an interior chimney (brick

62 Lock Street (former Widener's Store). Frame, 1 and 1/2-

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). 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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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 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, mansardroofed, 3-bay, double-pile dwelling with interior northend-wall chimney (brick stack) and a shed-roofed rear appendage.

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Port Colden HD Warren Co., NJ

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

<u>Date</u>: 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 <u>dwelling</u> 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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H

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 <u>dwelling</u> with interior chimney (brick stack) and a 1-bay east extension.

Style: none

<u>Date</u>: 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

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 <u>Date</u>: 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

63 Port Colden Road. Frame, 2-story, gable-roofed, <u>dwell-ing</u> 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			den Road of a st	· ·	lled, cour	sed rubb	ole stone
	Style	: none	•				
					he 1860 mag ed as "Store		
	Contr	ibutin	ıg	B40/L59	1	Neg.#	
35	3-bay	dwell to th	ing with	a 2 bank c	and 1/2-s ellar that de a brick	is full	y above
	Style	: Craf	tsman in	fluences	<u> </u>	Date: c.	1915-30
	gable shed-	dorme roofed	r, 1/1 sa porch w	ash windows ith stuccoe	e overhang , central d end piers anking the	front en s and ca	try, and a nted wooder
	40) a	sphalt	siding,	overhangin	, hip-roofe g eaves wit ge doors ((	th expos	
	Contr	ibutin	g	B40/L58	1	Neg.# A	15 & 23
36	singl	e-pile	, dwellin		-story, gal erior gable		

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 <u>dwelling</u> 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 <a href="https://doi.org/li>
<a href="htt

Contributing

B40/L55

Neg.# A 10 & 11

87 Port Colden Road. Frame, 2-story, gable-roofed, 3-bay, single-pile <u>dwelling</u> 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 <u>dwelling</u> 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

93 Port Colden Road. Frame, 2-story, gable-roofed, <u>dwell-ing</u> 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, gabble-roofed, 5-bay <u>dwelling</u> with a single-pile center hall plan, interior gable-end chimneys (brick stack)

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and two shed-roofed rear appendages, one of which continues the main roof slope at a slightly different angle.

<u>Style</u>: Federal/Greek Revival influences; Colonial Revival embellishment.

Date: 1836; it purportedly was erected by William C. Dusenberry in 1836 using materials salvaged from the Mineral Springs Hotel near Broadway (which he purchased in 1831, Warren County Deeds Book 9/page 392) and demolished, according to a 1891 newspaper article whose writer evidently interviewed Dusenberry's widow ("Port Colden The Story of How, When and Why It Was Founded," The Washington Star, 12/17/1891), The 1838 deed by which Dusenberry conveyed the property to his mother describes it as "that house and lot of land at Port Colden" (Warren County Deeds, Book 17, page 21).

Now covered with asbestos shingle siding, the exterior features a box cornice with crown molding, later boxed raking eaves, 6/6 and 2/2 sash windows, a central entry with tracery-muntined side lights, transom, and corner lights. symmetrically molded trim with corner blocks, panel door, and large flanking pilasters with paneled shafts and molded capitals and bases which probably survive from the original entry porch. The gabled entry porch with Tuscan columns is an early 20th-century replacement.

Outbuildings (1) frame, 1-bay, gable-roofed garage (c. 1930-50) with clapboard siding and batten sliding door (NC); (2) concrete block, 2-bay garage (mid 20th) (NC).

Contributing

B43/L16

Neg. # B 6-8, 15, 16 & 20

8 Port Colden Road. Frame, 2-story, gable-roofed, 3-bay, dwelling with a single-pile, side-hall plan, shed-roofed rear appendage with interior east-wall chimney (brick stack) and a 2-bay 1-story rear addition with rear shed appendage.

Style: Italianate and Colonial Revival embellishment

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<u>Date</u>: 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

12 Port Colden Road. Frame, 2-story, 3-bay, gable-roofed, single-pile <u>dwelling</u> 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

14 Port Colden Road. Frame, 2-story, 3-over-4-bay, gable-roofed, single-pile <u>dwelling</u> 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

<u>Date</u>: 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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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

20 Port Colden Road. Frame, 1 and 1/1-story, gable-roofed, single-pile <u>dwelling</u> 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

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 <u>church</u> 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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Port Colden HD Warren Co., NJ

Contributing

B43/L7

Neg. # A 27-28 & 30

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

Style: Colonial Revival influences <u>Date</u>: 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

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)

<u>Date</u>: 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

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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<u>Date</u>: 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 lightening 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

Date: c. 1860-74

3 Front Street. Frame, 2-story, gable-roofed, 3-bay, single pile <u>dwelling</u>. 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

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

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: none

Date: 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

2 Morris Canal Terrace. Frame, 2-story, gable-roofed, L-shaped <u>dwelling</u> 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: none

Date: 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

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

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with brick stack, and a small shed side appendage; it is located at the foot of the inclined plane 6 west.

Style: none

<u>Date</u>: mid/late 19th; evidently owned by the canal company, possibly a tender or brakeman's dwelling.

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

Outbuildings: (1) Concrete block and brick garage (mid 20th) (NC).

Contributing

B43/L23

Neg.# D 15-18

101 Morris Canal Terrace. Frame, 2-story, gable-roofed, "bi-level" dwelling with 2-bay garage.

Style: none

Date: c. 1970s

It has aluminum siding and overhanging eaves.

Non-contributing

B601.01/3.01

Neg.# D 9 & 10

57 105 Morris Canal Terrace. Frame, 3-bay, 1 and 1/2-story, gable-roofed dwelling.

Style: none

<u>Date</u>: 1954 (owner)

It has aluminum siding.

Non-contributing B601.01/1.02

58 100 Morris Canal Terrace. Frame, 2-story, gable-roofed, 2-over-3-bay <u>dwelling</u> with interior chimney (brick stack) and a 1-story west gable-end addition and rear appendage.

Style: none

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

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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 <u>dwelling</u> 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 <u>Incline Plane 6 West</u>, 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

<u>Date</u>: 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 <u>plane</u> <u>tender's</u> <u>house</u> <u>foundation</u> (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

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 The community owes its existence to the under criteria A. B and C. 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. 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. ty'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 19thcentury 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. 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 These resources, mostly dwellings, but rectilinear street grid. 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 #s1, 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. 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 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. 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.

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 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. 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. ing 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 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 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.<sup>23</sup>

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.<sup>24</sup>

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.<sup>25</sup> There was a spurt of activity in the early 20th-century when the Phillipsburg/Port Murray trolley line was built along the old turn-pike 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 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

- 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.
- <sup>2</sup> 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.), <u>History of Warren and Sussex Counties, New Jersey</u>, Philadelphia: Everts & Peck, 1881, pp. 499 & 714.
- <sup>3</sup> 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 <u>Dusenberry Story</u>. Orem, Utah: Jean Porcaro, 1989, pp. 31-39; Kalata, pp. 21-27; "Port Colden, The Story of How and Why it Was Founded," The <u>Washington Star</u>, 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.
- <sup>5</sup> "Port Colden...," <u>The Washington Star</u>, December 17, 1891; John L. Kay and Chester M. Smith, Jr., <u>New Jersey Postal History</u>, Lawrence, Massachusetts: Quarterman Publications, Inc., 1976, page 135; Snell, <u>Warren County</u>, 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 Belvi-dere to Trenton (By Contract)...J. W. & W. C. Dusenberry...May 18, 1830," <u>Belvidere Apollo</u>, June 22, 1830; "Belvidere and Trenton Mail Stage New Arrangement...C. H. Vanderveer, & Co....January 31, 1832," Belvidere Apollo, February 14, 1830.
- <sup>7</sup> Kalata, pp. 22, 237-38, 252, 301, & 324-25; "Boatmen...William C. Dusenberry and Co. Port Colden," <u>Palladium of Liberty</u>, June 28, 1836; "Minutes, "Morris Canal and Banking Company, February, 18, 1833, January 9, 1837 and March 1, 1838.

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Section number 8 Page 11

Port Colden HD Warren Co., NJ

- 8 "Map of the Property at Port Colden Belonging to W. C. Dusenberry," No date, but probably c. 1836-37.
- 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.
- 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.
- 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 demonination being active there.
- and Book 58, page 599; Snell, <u>Warren</u>, page 568; "Port Colden...,"

  The <u>Washington Star</u>, December 17, 1891; "St. Matthew's Hall,"

  <u>Belvidere Intelligencer</u>, April 11, 1849; "St. Matthew's Hall, Port Colden...," <u>Belvidere Intelligencer</u>, October 28, 1852.
- Rev. Jacques evidently conducted services in the chapel, the 1860 county map indentifies it as the "Epis. Ch.," but was unsuccessful in forming an Episcopalian congregation (H. F. Walling, Map

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Section number 8 Page 12

Port Colden HD Warren Co., NJ

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.
- 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.
- <sup>21</sup> Beers, 1874 <u>County Atlas</u>, page 62; Walling, 1860 <u>Map of Warren</u>; United States Census, Products of Industry Schedules, Washington and Mansfield Townships, Warren County, New Jersey, 1870; Robert A. Wandling, Chairman, Commemoration Publication Committee. <u>Washington Township Centennial 1849-1949</u>, page 10.
- "Port Colden...," <u>The Washington Star</u>, 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, <u>Warren</u>, 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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Section number	8	Page 13	Warren Co.,	IJJ
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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.

- <sup>25</sup> Morrell, page 4; Beers, 1874 <u>County Atlas</u>, page 62; Snell, <u>Warren</u>, page 719.
- <sup>26</sup> "The Trolley Will Soon Start" <u>The Washington Star</u>, August 30, 1906; "Yes The Trolley Is Really Here," <u>The Washington Star</u>, September 9, 1906; "Silver Springs Forest," <u>The Washington Star</u>, July 7, 1906.
- <sup>27</sup> Honeyman, pp. 756-57; Morrell, 139; Kay and Smith, <u>Postal</u> <u>History</u>, page 135.
- <sup>28</sup> "The Trolley Co. is Hard Hit," <u>The Washington Star</u>, February 2, 1925; "New Power Plant For Trolley Co.," <u>The Washington Star</u>, February 18, 1923; Morrell, page 5; Wandling, page 10.

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  No date, but probably c. 1836-37; unpublished map in Alexander
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  NJ.

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Belvidere Itelligencer. Belvidere, NJ.

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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. 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

### National Register of Historic Places Continuation Sheet

Section number 10 Page 2

Port Colden HD Warren Co., NJ

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 pf block 601.03, lot 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

### National Register of Historic Places Continuation Sheet

Section number 10 Page 3

Port Colden HD Warren Co., NJ

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.

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Port Colden HD Page \_\_\_1 Section number  $\underline{\underline{\phantom{A}}^{Photos}}$ 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

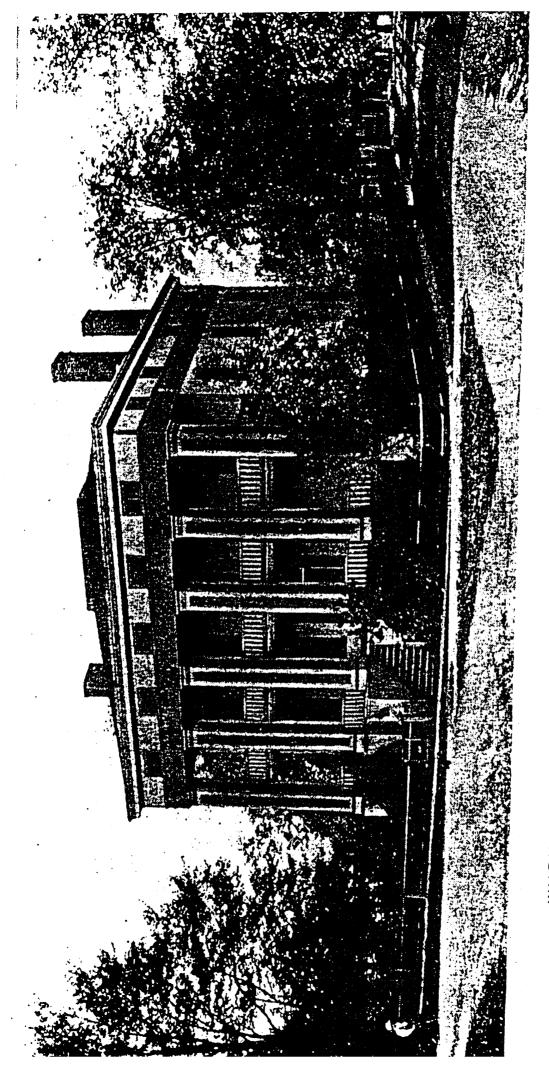
Photo #1	
Photo #2	Site #s 6 – 8, NE view
Photo #3	
Photo #4	Site #s 9 and 10, NW view
Photo #5	
Photo #6	
Photo #7	
Photo #8	Site #s 14 – 16, NW view
Photo #9	
Photo #10	
Photo #11	Site #26, NE view
Photo #12	
Photo #13	Site #41 entry detail, E view
Photo #14	
Photo #15	
Photo #16	
Photo #17	
Photo #18	
Photo #19	
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.

Pat Calden Horlel / St Matthow's Hall (site #26) endated early Doth. century post cord, NW view



The Wanamaker of Warren County "Port Colden, New Jersey

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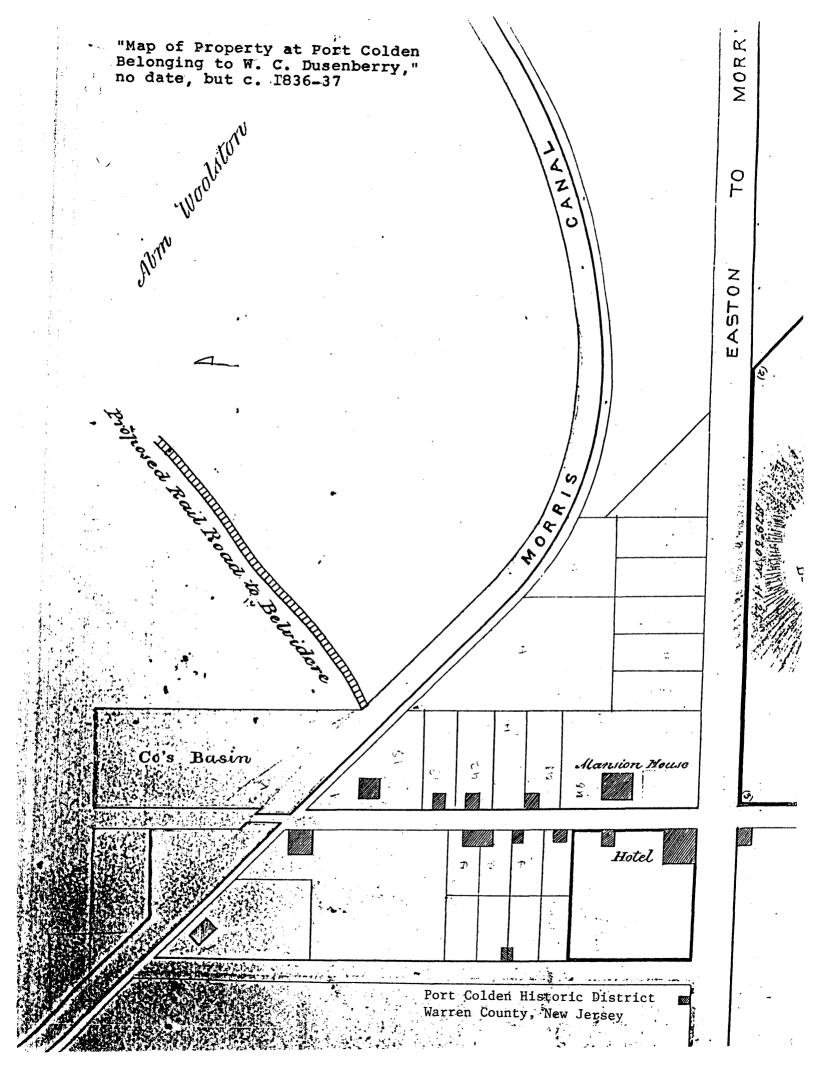
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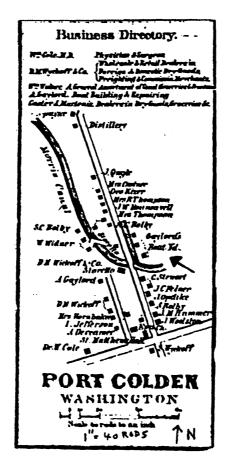
Scene at Port Colden, Port Colden, N.

Boat basin, church { school at Port Colden (sites 47,48 [Si)

Port Coldm HD

Portoum HD Port Colden School (sile #51) undahed early aboth century photograph, NFVICW

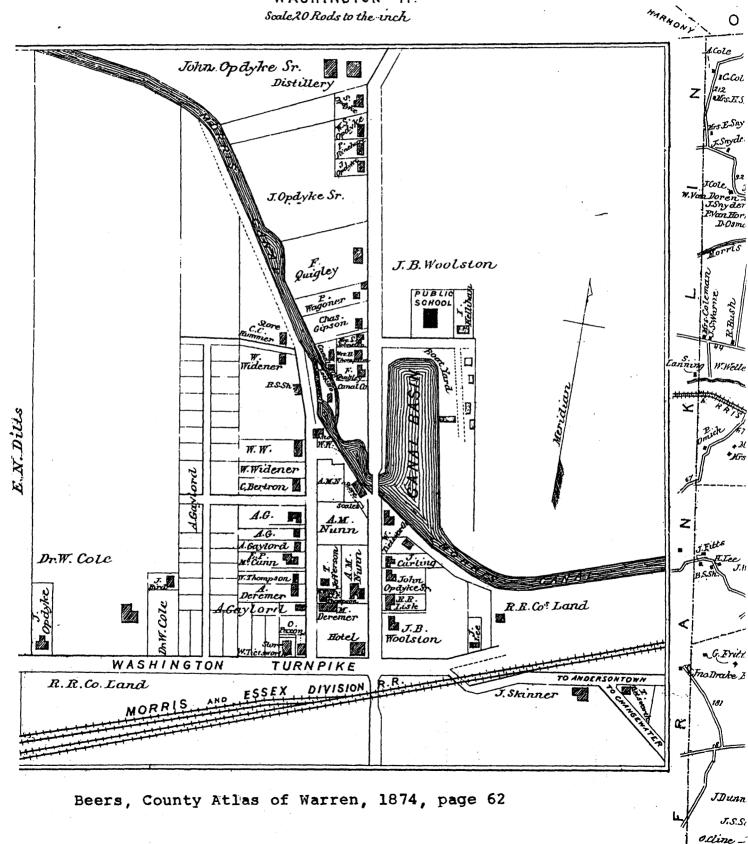




Map of Port Colden in 1860 showing basin and Gaylord's boat yard (Walling 1860).

Port Colden Historic District, Warren County, New Jersey

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Heir The Teath Spoken The Speeches Pireworks and Musics,Banner Raising.

The Democratic rally on Monday night was a fine success from any point of view. The whole program as advertised was carried out. The large and handsome banner bearing the portraits of Gleveland and Stevenson with their mannes and those of George T. Werts and Johnst n Cornich was awing to the breeze in the afternoon. In the enty evening a campaign club was organized, followed by a nice-display of fireworks.

DEMOCRATIC RALLY.

Thousand People Assemble to

If organized, followed by a mees display of firework.

The speaking took place from a large platform rected for, the occasion in front of the Opera Rouse. The cratics were the Hon. Augustus W. Cutter, of Morristown, and the Romez J. N. Noorhees, of Flemington. The former reviewed the political career and record of Grover Cloveland and compared it with that of Benjamin Harrison. The condition of the country inder their respective administrations was look, ed into with an amfavorable result for the Ratter. He showed how the surplus of mearly \$100,000,000, left in the treasury at the close of Gloveland's term, had been squandezed by his gueressors' party, and he told about the doings of the billion-dollar Congress. Mr. Cutter fits presided the nominees of the party for Governor and Congress, and urged a boyatand enthusiastic fight for the whole ticket.

The second speaker was Hou J. N. Yoprhees. He gave his attention is leftly to the anticul issued, then spoke of the nonization of Judge George T. Weste for the vermor and of his acceptance after fan unprecedented domand by his party. Mr. Voprhees-ther development of the theory's nonization of party of providence in this district. He make with on the or the order of moster where time to the Congressional contest in this district. He

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-		ipshurg M. E. Church to		Secretary, S. O. White.	v
ĝ	Ineti	tuto Mary F. Galloway life	town. Lowis Mixsell and Geo. H. Miller,	StateEver utive Committee-Rev. W. S.	1
••	i men	ber 36 ft		Galloway; County Executive Committee-	ĮĨ
•r			term.	Rev. R. A. Bryant, Rev. C. E. VanAllen;	
	1100	#+B 83	Constables Whitesell and Carling were	Rev. W. C. Timbrell, C. A. Hummer, W.	
<b>8</b> F		lance on hand 479 15	nelected as constables for the jury.	S. Hoff and the Executive officers ex-officio.	c
ur			The court called the attention of the	Township Secretaries-Allaninchy, J. M.	•
'n	Death	of Mrs. Wm. Fritts.	jury to three cases that would come before	Chamberlin; Belvidere, Alex, McCammon;	
8.		app, wife of ex-Assemblyigan	them. The first was the assault committed	Blairstown, E. H. Freeman; Franklin, J.	1
a,	William Fritte	, of near this plane, died at	in the fail by tien, Elmerick, a primmer,	ii Crenger: Frelinghuyeen, Wm Lanter-	3
lıé	her home on t	initial morning at 7 o'clock.	on Capt. Pagan, of Phillipshurg, which re-	man; Greenwich, Chas, Oberly: Uncketta-	
u-	of a comultont	ion of discusses, aged about	sulted in his death, He and Eimerick or-	town, J. D. Flock; liardwick, E. H. Free-	•
u.	52 Years. T	he decemed had been com-	supled the same cell. The court said the	man; Harmony, Ervin Miller; Hope, Chas.	
υQ	plaining for	nearly a year and about five	case must be fully investigated.	T. Hartman; Independence, C. H. Albert-	ï,
ot	weeks and had	ame confined to ber bed.	The next was the shooting affray at	son; Knowiton, Mrs. C. E. Van Allen; Lo-	•
he	Mes Fritte	was a member of the Metho-		notes of Chan Obselve Manufald A V	
lle	dist Charels o	f this place, with which she	Quine. The court said that no one had a	patcong, Chan, Oberley; Manatleld, A. N.	b
lla	2000 000000	. titin funnet white mitted who	Lannar Canadamia and the no one has a		



The above cut represents the proposed new Methodist Episcopal Church to be built at Port Golden. It will be a next structure of the motors style of architecture. It will be built of wood, 32 feet wide and 50 feet long, with a tower II feet square and 67 feet high. The anulicune room will be a model of beauty. It will be thicked in light wood and have an arched edition. The news are to be described in duthicd in light wood and have an arched ceiling. The paws are to be plead in a half-strele or simplificative style, placing the pulpit in front of the cutic authence. There will be an end gallery, and two class rooms undermath. The acting capacity will be a little over three hundred.

Mr. S. W. Nunn, the local morchant, has donated a conveniently located lot on which the chirch will be erected. The entire coal is cell mated at about \$2,300; of this amount some \$1,600 d diars have already been secured in each and available subscriptions. It is the purpose of the trustees to raice a few hundred dellars more during the fall and winder, and is the early apring the building will be commented. The Belindists of Port Colden are to be congratulated on having a progressive and wild sawke board of trustees, who are anxious to give the community what has minds received.

SEPTEMBER TERM OF COURT.

What is Heing Done Before the Judi-cial Bodies at the County-seat.

CALIBRIES AT THE Commy seem.

As was anticipated there was a large turnout of people at the opening of the September term of court on Monday. "It was generally understood that there would be some
politicism and perhaps candidates in Belwhere that day, and as the people are not
access to behave at oach some and marking. viders that day, and as the people are not averse to looking at good men, and parties lirly in whatever tends to amuse and order. where thet day, and is too people are not avers in looking at good men, and particularly in whatever tends to amuse and outerfain, many were no doubt induced to by aside the large varse of life and take a day's outing. When the bell rang the sense in front of the Court House was a very interesting one. One could see men from all justs of the county and State, and men'of all shades and nationalities. The omit-present cambidate was there, in fact he was there in large numbers and made his presence felt much to the satisfaction of many-who-were-looking-for-hime-Judges, explicitly, and other professional men helped to swell the throng, and all crowded into the court room and awaited the appearance of the court. When Judge Scudder took his seat along side of him set Judge Chamberlan, of the Hunterlon county courts, who came to take the rest temperative of Judge Schultz, who appearantly of Judge Schultz, who appearantly of Judge Schultz, who appearantly first at home among the lawyers. Judges bowes and White also graced the beach and added dignty to the court. The prominent layers from a distance seemed to be more numerous than usual, and they all took a deep interest in the proceedings. Medapf Kinney, Josas Smith and Jacob J. Berk, coroners, answered to their numes and sweet their fines.

The following constables answered: John F. McGlellen, Hackettatown; Edward Hill, Harmony, Reuben Warner, Palaquery;

there in large numbers and under his press.

In the felt much to this satisfasthou of many the ladius of the three churches. Judges, lawyers and other professional men helped to swell the throng, and all considering the appearance of the court. From and awalled the appearance of the court. When Judge Scubber took his seat along side of him set Judges Chamberlan, of the Hunterlon and properties of Judges Escaphar took his seat along side of him set Judge Chamberlan, of the Hunterlon and county caurts, who came to take the seat temporarity of Judge Schultz, who apparatively felt at home anough the lawyers.

Judges haves and White also graced the bear in a delet dignty to the court. The prominent lawyers from a distance sessing to be more out the same spirit among the heavyers.

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Judges haves and White also graced the lawyers are numerous than many and the prominent lawyers from a distance sessing to be more on the same spirit among the people of our charches.

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The Sunday School Convention.

The Sauday School Convention.

The Warren County Sunday School Association, and on Thursday in the Predyster an Cherch, under the direction of Roy. Morris Perguson, the needing was well attended by delegates from stread.

The merring session began at 14 o'clock, the Rey. C. E. Yan Allen, of Delaware, promitted by the Order of the Adviss of welcome was given by Roy. Dr. Nott, and the response by the preading officer.

A half hour was then spent in devotional accretion led by the Rey. J. R. Brand.

The principal feature of the merring was an admirable address by the Rey. I. R. Gandli, of Stanhope, at the conclusion of which the convention adjourned for dimer in the chapt.

The collation in the chaptel was quite chabrate and redicted great credit upon the helito of the three charteless—Methodia,—Haptists—and—Pestylerian,—amorig whom the honors should be equally divided.

OVER THE BORDERS.

Mr. Howells will begin in the November Cosmopolitan, a department under the at-tractive title: "A Traveller from Altruria." tractive title: "A Traveller from Attritia." Thus who have seen the "first two papers think they will equal in interest and in their while appeal to all clauses, the Breakfast Table Papers of Dr. Holmes. In order to give the necessary time to this work, Mr. Howelle has turned over the detail editorial work to Mr. Walker.

Patrick Gilmore, the great musical direct, or and corn-that, whose name is well seely associated with Manhattan Beach, wis-buried yesterday.

Senator Goorge H. Barker, of Gloncester ounty, is threatened with a serious attack

The six-vent-old son of Abram Van Vliet The stx-jear-old con of Abram Van Vliet, of Peapack, pet a lina beam in this mouth one day last week, and in drawing his breath the beam went down his throat, and bodged the brunchist tubes. Death followed from sufficients.

DeVoe, the weather prophet, agen the coming winter will be the longest and most severe for fifty years park with early frosts and a severe blizzard in April next.

The medical experts of Europe declare that healthy atomachs are practically cholera proof. This is doubtless true. Those who live sensibly, cleanly, and, above all, remperately, ucel have no fear of the discusse.

The post-office at Pittst swn, Hanterdon ounty, has been made a noney-order office, which will be a great accommodation to that neighborhood,

The Sourcest County Hills Society will colorate by 75th anniversary on Oct. 4th the Second Reformed Church of Somerville. The society has a continuous set of minutes since its Diganization and it is said to be the only one in the country which can make such a showing.

The Presbytery of Morris and Orange will hold its fall me-ting in the First Pres-byterian Church of Dover, Priday, Sept. 30th.

A. L. McDermott, of Jersey City, habeen unvolumently reselected chairman of the new Democratio State Commutee Wil-lard Fishe was choted accretary and Benj. F. Lee treasurer.

The firemen of Newton wid have a paradat Newton on Thursday next, Oct. 6. Visiting the companies and Company O. National Guards, will participate with them.

The yearly income of the two shoe fac-tories and the lax factory at Newton, is about \$231,000, divided as follows: Mer-rian shos factory, \$15,000; Sussex shos factory, \$75,000; hox factory, \$6,000.

The later State Fair at Trenton began in 26th and will close temogrow.

On Saturday, Oct. 15th, Nutcoast and Blackstone will frot for a purse of \$1,000 a

Saturday afternoon about 4 o'clock Veni Saturday afternoon about 4 o'clock Yenic Leighton, the 11-year old daughter of John Leighton, who lives near Stanlespe, was standing at the table froming when she was standing at the table froming when she was asked from behind and thrown to the floor and assaulted. She was alone in the house at the time. The man is described as of medium height, with black chin whiskers, and he carried a bundle of old umbrellas.

#### HACKETTSTOWN.

From our special Correspondentl

Mrs. Fountain and daughter and Miss Kato Eghert, of Long Island, are at the American House for a couple of weeks. The ourgeoment of Miss Nelllo Oliver, of Newark, and L. C. Osmun, M. D., of this

place, has been announced.

Depite the threatening weather, a large congregation was present at the M. E. Church on Kimelay morning to enjoy a rare treat in gospel teaching. The pactor, Rev. G. W. Smith, had made an exchange of pulpits with Rev. Wm. F. Anderson, B. D., paster of the First Methodist Church, at Kingston, N. Y., who preached from the text, "For the people had a mind to work." Nelseniah iv, G. It was a carefully prepared, solo-larly discourse, practical and interesting and was delivered in a pleasing manner. There war-sloo a large attendance at the evening service. at the evening service.

Last evening the Qemoratic voters or ganized a Cleveland and Stevenson Cam-pagn Club at Clarendon Hall,

Owing to the atorm, the base ball gam was postponed. On Saturday the Stronds burg team will play here.

A singing school is being organized. The musical director is from New York. A connert will be given at the end of the

The Helping Haud Circle of King's Dangb-ters will repeat their entertainment, "The Milk Mata's Dilli," at Petersburg, andwill probably give it at Port Murray.

Mins Ann Hawitton has improved her property by removing the front fouce and outbing and and guttering. St. Mary's Catholic Church is about to VIENNA.

Miss Lenora Bulgin, who has

ng a month with her aunt a Plains, returned home on Thur-Mr. and Mrs. Aretas Hall and

Hackettstewn, spent Sand Hall's mother, Mrs. Hueber. Miss Jennio Hall is visiting

Mr. and Mrs. Andrew Con-dunghter Mary, see spending a their other durghter, Mrs. John of Jersey City.

R. Collins Beyant and sister li

bury, spent a couple of days in week visiting friends.

Miss Elizabeth Bulgin, of Plains, is visiting her brother, Balgie.

Mr. Elisha Bartron is lying at of death. He will leave many friends, for "none knew him b

G R Covering, of Plymouth Sunday with how wife which is a Tather, E. G. Bulgin.

Rempton Hovell is improvin ings by repainting them

ings by repainting them. The people of Vienna were a learn on Monday that weeking been ringing in their cars for an week, and that they had not be in other words on Saturday, the Mr. Bavenan had joined in ma Lawis Meerill, Jr., and Miss-1, our efficient post-nistress. To somewhat of a surprise, was not and everybody is ready with his gratulations to offer to the new cospher.

I was a sufferer from catacri-years, with distressing pole, or I need Elys Crosm failur with go

Fined Edys Crossi India witting and S. A. Mathaol, Vr. I suffered from a location cold for months and could not get a salvised to use Edys Gram. In worked like magne in its care. from my cold after using the week, and I believe it is that known - Stomel J. Harris, Grocer, 119 Fr int. St., New Yor.

Wanted.

A young woman to do general Good wages to the right party, this office, or write "B, C, A," c

The Ness Jellities will be House Tuesday, Oct. 4th wests in a trance at C. gricory.

WANTED SAME Under thouse and elby the factost growing town
county. Address Washington.
WANTED.—\$1,600 for a first a
farm in Hunterdon county,
this office.

FOR Sang. - A very pretty bal Address P. O. Box 15.

Wanten. An experienced mil ply at Mbs J. M. Hampton's. FOR MAIR. A fine spring tro with pule and top almost now. Simuston, Washington, N. J.

furniture business for sale, in-tures and a new stock of g ode, or the business as d furniture a separately. An excellent oppo-an outerprising man to enter in-DANIEL PI

DANIER, Pr.

"Ber co'n wanted at the Washi
ber Ya'rd, W. D. Gulick.

For a ver and kimiling wond r
Helsworth, opposite the P
Guarch, Also for rails and stak.

Farmers? If you want prime a
seed go to Jor. Johnston's Shan'

"" the Lattern ungelow ungelow.

Walters the Anthony merching 26 cents for both butter Highest market, prices also

IMPROVE YOUR LAND by buyin Phosphete of W. D. Gulick, at ington Lumber Yard.

Cash paid for butter by J. T. Do you know that Waters, the orchant, sells brown augus for

J. T. Impgataff paya ca-la for Leveli Hoys' Bicycles for \$35 obustou's Bons. Ca'l and see th Use Oramer's Pearl Roller Flon

ELECTRIC c. Il belle, battery at rubber stamps a ld by Wm. L. 102, Washington, N. J. Take your butter to Langatest

When Raby was sink, we gave her C-When also was a Child, she oried for t When she became Miss, she clung to

