

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

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

1. Name of Property

historic name Volney G. Bennett Lumber Company

other names/site number _____

2. Location

street & number 138 Division Street and 845 South Second Street not for publication

city or town Camden City vicinity

state New Jersey code 034 county Camden code 007 zip code 08103

3. State/Federal Agency Certification

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

James S. Adell
Signature of certifying official/Title

6/24/93
Date

Assistant Commissioner for Natural & Historic Resources/DSHPO

State of Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

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

Signature of the Keeper

Entered in the
National Register

Date of Action

Volney G. Bennett

8/5/93

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
1	1	buildings
1		sites
		structures
		objects
2	1	Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

COMMERCE/warehouse

TRANSPORTATION/road-related

Current Functions
(Enter categories from instructions)

COMMERCE/restaurant

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Industrial vernacular

Materials
(Enter categories from instructions)

foundation stone

walls brick

roof asphalt

other _____

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

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations N/A
(Mark "x" in all the boxes that apply.)

Property is:

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

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS): N/A

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

Areas of Significance

(Enter categories from instructions)

Commerce

Transportation

Period of Significance

1904 - 1941

Significant Dates

1904

1924

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Bennett, Volney G.

Bennett, Volney

Primary location of additional data:

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

Name of repository:

Volney G. Bennett Lumber Co.,
Barrington, NJ

Bennett Lumber Company
Name of Property

NJ Camden County
County and State

10. Geographical Data

Acreeage of Property 1.8 acres

Philadelphia, PA-NJ Quad

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	8
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4	8	9	0	0	9
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4	4	2	0	3	1	0
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Zone Easting Northing

3

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Zone Easting Northing

See continuation sheet

Verbai 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 Paul W. Schopp and Edward E. Fox III, P.P.

organization _____ date October 27, 1991

street & number 223 Elm Avenue telephone (609) 786-1499

city or town Riverton, state NJ zip code 08077

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

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

Additional items

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

Property Owner

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

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

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

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Volney Bennett Lumber Company, Camden**SUMMARY STATEMENT**

The Volney G. Bennett Lumber Company property, in the industrial waterfront district of Central Camden, contains the only extant historic resources associated with the heyday of Camden's 19th and early-20th century lumber trade. The property's lumberyard, 1904 horse stable and remodeled 1924 sales office are all that remain of those days. Although several c.1920 frame sheds and lumber racks were lost in a 1980 yard fire, the Volney G. Bennett Lumber Company yard continues to be used for surface storage. The 1904 brick stable, one of only two extant industry-related stables in Camden, still exhibit their designed purpose: first floor horse stable by its horse entrance, 2/2/2 casement horse windows, and stall posts; second floor hay loft with its stable doors, hoists, and a ventilation cupola. Because the 1924 sales office was re-faced in brick and remodeled in 1962 to give the company a unified corporate image, that building has lost much of its earlier physical integrity. Despite the yard's modern physical alterations in 1962, 1980 and 1991 (conversion to a restaurant), the Volney G. Bennett Lumber Company resources exhibit the continuity of the physical heritage of Camden's great lumber industry.

LOCATION

The Volney G. Bennett Lumber Company property is located four blocks north of Kaighns Avenue and one block east of the Delaware River in Central Camden. Encompassing an entire city block between Division and Spruce Streets, from South Second and Front Streets, the Volney G. Bennett Lumber Company is surrounded by a variety of warehousing, heavy industrial, and utility operations, including a multi-storey, city block-wide c. 1925 gasometer. The property, which is currently owned by a bulk freight company, is located within the Port of Camden, which is why the yard behind the stable and sales office building is used for freight and transportation equipment storage. The remnants of the c.1835 neighborhood of Fetersville, Camden's first African-American community, lie to the east of the property. The neighborhood is in serious decline and was declared "blighted" by the City of Camden in the 1970s.

LUMBERYARD (contributing site)

The block between South Second and Front streets, from Division to Spruce streets, was the third and final Camden location for the Volney G. Bennett Lumber Company. The company's first land purchase on the block dates from 1900. By the early 1920s, it owned all the block except eight rowhouse lots on the block'ssoutheastern corner at South Second and Spruce streets. Four of the remaining original properties were purchased in 1962 and soon demolished to expand the lumberyard. While the yard area did contain two perimeter lumber sheds, built in the 1920's, the vast majority of the block was vacant ground used for open-air storage of lumber stock (Sanborn, 1906, 1926). The following structures, all of which dated from the 1920s (Sanborn, 1926) were destroyed in the four-alarm yard fire in 1980: two large lumber stock piles, two long frame

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rectangular storage sheds along the Front and Division streets, a small one-storey square shed along Spruce Street, and two small single storey, square sheds and a long rectangular shed constructed in the middle of the block, behind the sales office building. The single frame shed which remained from the fire was demolished by the current property owners shortly thereafter.

The paved asphalt and gravel yard is now used for flat storage by the current owner. Although it has been used to store other materials, it is currently used as a tractor trailer hitch parking lot. The two standard gage rail lines leading into the yard from Front Street are buried beneath the paving. A six foot high, barbed wire fence encloses the perimeter of the property. A second similar fence runs just a few feet west of the stable and office building parallel to South Second Street. The South Second and Spruce streets sides of the property contain full-width concrete sidewalks, while the Front Street sidewalk is earthen. Division Street, between Front and South Second streets, has been closed and has been used by the Port Authority for surface storage since c.1980. A small triangular brick border surrounds a modern garden at the corner of South Second and Spruce streets.

STABLE (contributing building)

General Exterior: The 1904 two-storey, rectangular plan, brick horse stable is situated at the corner of South Second and Division streets, on the northeast corner of the block. The vernacular industrial-style building is three bays wide and eight bays long, with the narrower end - the horses' entrance - facing 138 Division Street. The walls are generally laid in nine-course American bond on the first floor and seven-course American bond on the second, with modern tooled and scribed joints and capped by terra cotta tiles. All of the window sash is original, but most of the door sash has been replaced over time. The flat roof, which is covered with poured asphalt, gently slopes toward South Second Street. A wooden louvered ventilation cupola with a wooden shingled, pyramid-shaped roof is situated approximately in the center of the building. Various modern, steel ventilation devices are also placed upon the roof for the current restaurant use, but are generally hidden by the north facade and east elevation parapets.

North Facade: The second floor brick walls have been recessed one header width between the three-stepped corbels at the second floor joist line, marked by a row of headers, and at the bottom of the arch on the second floor's segmental windows. This provides the second floor with pilasters between each window bay. The end pilasters continue to form corner piers with corbeled battlement caps.

The first floor central bay contains a single-leaf, plain steel replacement door with a built-in side glass panel. The second floor central bay wooden, single-leaf hayloft door is glazed with nine lites

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on the top half and "X" bracing below. Above the door is a four lite, segmental arched transom with a double course lintel of radiating header voussiers, and capped with a wooden hoist with one top and two side iron braces. The first floor eastern bay contains a full bay wide segmental arched horses' entrance capped with a triple course lintel of radiating header voussiers. This entrance was infilled with brick in 1962.

The second floor eastern bay has a 12/12 segmental arched, double hung sash window with a radiating stretcher voussier lintel. The second floor western bay window is similar, except that it has been two-thirds blinded with dried-laid brick. The first floor western bay window is a 6/6 segmental arched, double hung sash with a radiating stretcher voussier lintel. Electric and gas utility connections are on the first and second floor central bay walls, and c.1962 aluminum projecting street lamps have been added the corners of the second floor.

East Elevation: The second floor bays of the east elevation are designed like those of the north facade, as are the end piers. The first floor of the northern-most, or eighth, bay, contains a pair of 6/6 segmental arched, double hung sash with radiating stretcher voussiers. The remaining bays on the first floor contain pairs of 2/2/2 segmental arch, casement horse windows with radiating header voussiers. The wall's header bonds are situated near the base, middle and top of these windows for decorative effect. The first, third, sixth and eighth bays of the second floor (from south to north) have 6/6 segmental arched, double hung sash with radiating stretcher voussiers, while the rest of the second floor bays contain no windows.

The second floor windows also have segmental arched shutters with "S" shaped dogs. A wooden shingled, false pent eave with boxed cornice and dentil molding was added to the parapet of the building in 1962. The pent eave contains recessed lights in its soffit and returns on itself on the north facade. A projecting painted wooden, eight-square-foot, business sign, exhibiting the name "Page's" and a typical single restaurant meal setting, is hung from the central second floor pilaster on a scrolled iron bracket. An original copper downspout collection box is situated below the pent eave between the seventh and eighth bay, as is its companion square iron drain lead which extends from the grade line to just below the first floor window sill. The original downspout, which may have been either made of wood or copper, no longer connects the two.

Western Elevation: This elevation, which originally faced the interior of the lumberyard, was not decorated like the public facade and elevation on Division and South Second streets. This single vertical plane wall is fenestrated with horse windows similar to those on the east elevation, but it also contains worker service doors on the first and second storeys. Along the length of the

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northern half of this elevation, the current owner planted a shallow garden plot, lined with diagonally laid Belgian block, in 1991.

On the first floor, the second, third, fifth, sixth and eighth bays (from north to south) contain pairs of 2/2/2 segmental arch, casement horse windows with radiating header voussiers. The first bay contains a sole 6/6 segmental arched, double hung sash with a radiating stretcher voussoir lintel similar to that on the north facade's first floor western bay window, with which it shares an interior room. The fourth and seventh bays each have one horse window similar to the other bays, but also contain a door opening. The fourth bay entry had been slightly widened in c.1962, but has now been infilled with a plain, vertically paneled wall closure. Although the pedimented door hood and original sash have been removed, the seventh bay entrance remains relatively intact. A single-leaf, six paneled steel replacement door fits the entry, which also has a single, short concrete step below.

The third and sixth bays each contain a 6/6 segmental arched, double hung sash with radiating stretcher voussier lintels similar to that on the first floor first bay. A wooden hayloft door with glazing and bracing and hoist, like that on the northfacade's second floor central bay, is located on the seventh bay of this elevation. This door is different, however, in that it does not have a transom, and it has a triple course lintel of radiating header voussiers. The lintel and hoist of the fourth bay is similar to that of the seventh. The single-leaf wooden fourth bay door, which stands above an original metal fire-escape landing, is glazed with six lites and has three vertical panels below. The fixed fire-escape landing stairs, which formerly exited along the building to north, were removed in 1991, but the wooden shingle sheathed landing was left intact.

South Elevation: The south elevation, which is practically hidden from view by the 1962 connecting corridor addition, is of seven and nine course American bond with a terra cotta tile cap.

Interior: When the first floor was stripped of most of its horse stalls in c.1946 for use as a warehouse, the building developed an open rectangular plan, perhaps with minor non-bearing partitions. The remaining stalls were removed when the building became a restaurant in 1991. The first floor plan also may have been modified by the addition of restrooms and other mechanical rooms for its current restaurant function. The wooden posts which divide the building's interior bays, and the second floor joist remain intact, but a drop-ceiling hides the joists. The first level flooring, which dates to 1962 is poured concrete and slate. The wooden floorboards on the second floor, which was originally used for hay storage, remain, as do the posts, but the ceiling rafters have been covered by a drop ceiling. The walls of both floors are of exposed brick.

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Volney Bennett Lumber Company, Camden**SALES OFFICE and CONNECTING CORRIDOR (non-contributing building)**

General Exterior: The original 1924 square, single storey sales office was constructed of ornamental concrete "cinder block" with brick quoins at the corners and around the paired 6/6 windows. This vernacular Mission Revival-style sales office building also had a terra cotta tile, moderately pitched, hipped roof, and was physically separated from the 1904 brick stable, which were sold to another owner in 1917. When Volney G. Bennett Lumber Company owner, Harold W. Roberts, bought back the stable property in 1962, he remodeled the sales office exterior by facing it in brick, and added a short connecting corridor between the office and the stable to create a unified stock showroom and sales office.

The sales office was re-clad in 1962 with nine-course Americanbond brick capped with metal flashing, and the original hipped roof's projecting eaves were clipped at the edge of the new brick siding. The roof was re-clad in asphalt shingles, and the north gable extended to meet the brick stable's south elevation. A false, wooden shingled pent eave with dentil molding, similar to that added to the stables in 1962, was added to the west facade and the south and west elevations, about two feet below cornice line. Aluminum projecting c. 1962 street lamps have also been added to the southeast and southwest corners of the building. The roof also contains some minor mechanical structures, such as piping, ventilation, etc..

The 1962 connecting corridor, which serves as the joint entrance between the two buildings, is constructed of concrete masonry units. It is included as an addition to the sales office building because the two are now indistinguishable after their 1962 brick re-cladding.

East Facade: The major feature on the east facade is the connecting corridor's ornamental joint entrance. One half of the 1962 double-leaf wide entry has been infilled with a plain single-leaf inoperable steel closure, while the other half continues to function. The original 1962 entry was a diamond-paned glazed single-leaf Colonial Revival door with sidelites. The entrance is flanked with Colonial Revival, stylized fluted Doric pilasters, and plain bases and capitals. It is capped by stylized modillions and a broken pediment with a central acorn. The facade's 1962 bay window has been filled with a plain, vertically paneled wall closure. The facade also contains an original copper downspout collection box on the northern side of this facade.

South Elevation: This elevation 1962 bay window was closed like other bay window on east facade. A 18 by 12 inch ventilation grate is situated near the base of the wall. A shallow garden plot with brick edging, bordering the length of the wall, was also planted in 1991.

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West Elevation: The 1962 tri-part bay window in the center of the wall has been retained. A single-leaf, six paneled, steel door is situated on the northern side of this building in the connecting corridor. Above it is a wooden octagonal window with brick header voussiers.

Interior: The sales office floorroom has been slightly modified for the installation of a bar on the southern wall and counter shelves on the east and west walls. The 1962 exposed steel staircase in the connecting corridor remains in the western edge of the corridor opposite the South Second Street 1962 Colonial Revival main entry.

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Volney Bennett Lumber Company, Camden**SUMMARY STATEMENT**

The Volney G. Bennett Lumber Company yard, sales office and stable buildings are the last surviving examples of the extensive 19th and early-20th century lumber industry of Camden, New Jersey, which was the chief Delaware Valley center for lumber processing during that period. Although the Volney G. Bennett Lumber Company was not a mill, it grew to be the largest wholesale and retail lumber operation in the State. The company and its physical resources - its lumberyard, sales office, stables and other outbuildings - developed over time to respond to changing transportation technologies, supply sources, sales market, inner-city real estate demands and corporate image. The Volney G. Bennett Lumber Company, however, still embodies the physical and historical development of the birth and death of the Camden lumber industry. In addition, the brick stable building is one of only two surviving horse stables associated with the era of industrial, pre-automobile, transportation in Camden.

Although the Volney G. Bennett Lumber Company began as the Central Lumberyard in 1876 just two blocks to the south, it did not own or begin to use the block on which the existing yard, brick stable and sales office are located until after 1900. Therefore, the Volney G. Bennett Lumber Company's period of significance is from 1900 to 1941. For these reasons, the Volney G. Bennett Lumber Company property and buildings are locally significant under criterion A for "association with events that have made a significant contribution to the broad patterns of our history" in commerce and transportation.

Origins of Lumber Processing in Camden

Just as in similar Mid-Atlantic agricultural settlements, timber felling was a necessary part of the colonization of the forest regions of southern New Jersey. Numerous sawmills along the region's interior streams sprung up in the late-17th and 18th centuries to clear the forests for farmland, and to provide rough stock for local building needs, fuel and other farm-oriented purposes. Portable steam-powered sawmills were later used in the mid-19th century on large tracts to be cleared. Rural sawmills served many local lumber processing needs into the early-20th century. Urbanized areas, however, had more aggressive demands for lumber.

Philadelphia, as well as the early-19th century urban settlements across the Delaware River, had a great need for lumber. Thesesmaller settlements, which incorporated into the City of Camden in 1828, required ready sources of lumber for housing, fuel for home heating, industry, and the new river steamboats and ferries, as well as for general carpentry, furniture and carriage-making and ship-building. Wood was used as the primary fuel source in Philadelphia until after the 1850s, and a little bit later in Camden. Some of this wood came from the interior parts of New Jersey being

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floated down nearby creeks or towed up the Delaware River from the massive New Jersey cedar swamps and pine barrens. Increasingly, more wood was floated down the Delaware River on rafts joined together and piloted by river raftsmen.

The first raft of "imported" lumber moved down the Delaware in 1764. Floating logs to processing mills was chosen over dragging and carting the felled trees to a processing center, due to their great weight and bulkiness, and the poor condition of early roads. Poor roads and lack of overland transportation technology caused the processing centers to be located near markets on rivers, where sawn lumber could be more easily marketed, sold, and transported. Rafting proved to be a useful transportation method for this raw material, and log rafts measured up to 25 feet wide and 210 feet long (Weiss, 11). Rafting was usually done in the early spring when the temperature had cleared the river of ice and melting snows had caused the river to rise.

Geography also played a role in making Camden, not Philadelphia, the lumber processing center for the Delaware Valley region. Ordinarily, Philadelphia, the primary sales market, would have been a logical lumber processing center, but by the early-19th century, Philadelphia was one of the largest cities in the Western Hemisphere, and had one of the busiest ports in North America. Its riverfront channel was deeper than Camden's, and almost all of that frontage was used for shipping and commerce (Prowell, 507). Storing floating log rafts consumed a great deal of riverfront. Floating logs were also a menace to ship traffic. Log rafting down the Delaware River was by far the most economical and greatest source of lumber through most of the 19th century, however, Philadelphia's profitable shipping interests could ill afford a contending riverfront lumber industry.

Whereas the river blessed Philadelphia with a deep channel, it cursed Camden with shallows and a string of islands blocking it from its wealthy neighbor. Camden had a better location to develop a regional lumber processing center: across the river from the primary market, little riverfront traffic, and shallowbanks to store the rafts until they were needed. (The channel islands, Smith and Windmill, were removed in 1898, and successive 19th and 20th century development has infilled the former shoals.) These were also the reasons for the later development of the shipbuilding industry in Camden, which significantly benefitted from a ready supply of locally cut lumber.

Although there were other earlier operations, the first recorded riverfront sawmill was William Carmen's at the foot of Cooper Street in 1822 (Boyer, 2-IC) Carmen also had a lumberyard to store and sell processed lumber as well as Lehigh and Schuylkill coal. (Early coal sales were also conducted as lumber yards because both products came from the same regions and were used as fuels, and because both needed flat storage space. Companies specializing in coal later founded

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their own yards after coal became a more popular fuel source in the mid-19th century.) Before Carmen built his lumber mill and yard, Camden had at least three other lumber merchants by 1820: Charles Ellis at North Second and Market Streets, Richardson Andrews at North Third and Cooper, and Isaac Smith who also owned a grocery store (Prowell, 511). Andrews also had a yard on Market Street above Fourth where he manufactured wooden shingles (Prowell, 510). James Broomal and Joseph Edwards built another sawmill between Coopers Point and Cooper Street in 1827 on land leased from Carmen (Prowell, 510).

Another early lumber proprietor was Isaac Wilkins, who produced shingles from his yard on Market Street between Front and North Second. Wilkins and Andrews generated enough sawdust to cause their North Fourth Street dumping ground to be named "Shingle-Shaving Hill" (Prowell, 511). Some of the sawdust was used as land fill, in some places as much as forty feet deep, (Inquirer, 5/13/1973, p.3-J) and to extend the uplands line from Front Street westward several blocks into the Delaware River. A substantial quantity of sawdust was also being used to fuel the boilers of the steam sawmills and other industries of Camden (Hexamer, 1312-1313). Fires were common in the lumber trade. Carmen rebuilt a bigger and better mill when the first was destroyed by fire in 1835, and yet again in 1845 (Prowell, 511).

All of Camden's historic lumber mills and yards have been lost to fire or successive development, except the sales office and brick stable buildings at the Volney G. Bennett Lumber Company which were saved from the last fire in 1980 (Bulletin, 6/8/1980, p. NXD 5). (The Camden Lime Company and DeMedio Lime Company of Camden date from the late 19th and early 20th centuries, respectively. Although they currently sell lumber, lumber is only a secondary interest for these two firms which sell mostly masonry construction supplies. Therefore, Volney G. Bennett Lumber Company's yard, stable and sales office building are the only remaining resources associated with Camden's historic lumber industry.)

Development of the Camden Lumber Trade

By the early 1840s, the lumbering industry accounted for a substantial amount of the expanding City's waterfront from Cooper Point to Market Street, either for raft storage or with sawmills. Lumberyards also consumed a significant amount of land in the downtown area as homes, jobs and fortunes were being made from lumber. A contemporary of Volney G. Bennett, David Baird, an Irish immigrant who began his lumbering career in the 1850s as raftsman, built a huge lumber, spar and mast yard in North Camden. He was a director and office holder of several banks and utility companies, and later became the late-19th and early-20th century regional Republican Party political boss (Dorwart, 69).

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By the 1850s the urbanized part of Camden had grown east to South Sixth Street, and from Cooper Street south past Kaighns Avenue into Newton Township. The development of these Camden neighborhoods is indicative of the local need for lumber, but lumber demands for housing and industrial uses was even stronger across the river in Philadelphia. Camden's lumber mills produced almost every wooden housing component: joists, beams, floorboards, lath, doors, windows, sash, moldings, decorative work and roofing shingles. They milled, planed, turned and joined a variety of woods, including cedar, pine, oak, spruce and hemlock and other specialty woods for the growing local transportation industries, such as shipbuilding and carriage making, as well as cabinet-making. Camden's lumber industry continued to grow and prosper throughout the mid-19th century, especially after the Civil War, and into the early-20th century.

After building construction, shipbuilding was by far the second largest consumer of Camden lumber, and a competitor for riverfront real estate. Small craft were being built and repaired near the lumberyards on Cooper's Point as early as the 1800 (Prowell, 381), but it wasn't until the Mathis and Dialogue shipyards in North and Central Camden began in the 1850s did this industry establish a firm foothold. Shipbuilding continued to grow and prosper in Camden in the mid-20th century due to the ready supply of lumber and other building materials. Camden also supplied a large percentage of the lumber for other Delaware River and South Jersey shipyards.

By 1824, Samuel Scull and Isaac Van Sciver started making carriages and wagons in Camden where there was an ample supply of quality lumber (Dorwart, 32). As the transportation hub of South Jersey, Camden was a 19th century carriage and wagon production center, as well as a chief supplier of harnesses, saddles, and other leatherworks. Although there were other earlier furniture-makers in the City, Joseph B. Van Sciver opened what was later to become the world's largest furniture store and factory in Camden in 1881, due to the ready availability of quality Camden lumber and good transportation to East Coast markets.

Lumber processing became an important business in Camden after 1850 when the raw material, mostly white pine, began to come in from Central and Northern Pennsylvania. It was floated down the Susquehanna River to Port Deposit, Maryland at the head of the Chesapeake Bay, and then floated to Camden in the spring by raft or schooner through the Chesapeake and Delaware Canal (built c. 1830) to Camden. Camden lumber buyers made purchasing arrangements at Port Deposit or Marietta, Pennsylvania on the Susquehanna (Prowell, 510-511).

The majority of the lumber destined to Camden was shipped by rail from Central Pennsylvania, and then the Southeast and West Coast sometime after the Civil War. The change in supply from the Delaware River to other timber regions was due to the increasing de-forestation of the Upper

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Volney Bennett Lumber Company, Camden

Delaware River forests. Despite the change in transportation, from rafting to railroad, Camden's lumber mills and lumberyards remained at their riverfront locations because the railroads serviced the waterfront. Railyards, however, were another major competitor for riverfront property.

The Central Lumberyard Company

In 1859, Volney G. Bennett, a 23-year-old lumberman from the logging and rafting community of Hawley, Pike County, Pennsylvania arrived in Camden, (Prowell, 516) reportedly on one of the Delaware River log rafts. His brother Harvey K. Bennett had been living in the City since at least 1850. Volney G. Bennett began as a laborer at the McKean & Bingham Lumber Company, which contained a steam sawmill and gristmill and lumberyard on Water Street above Cooper. Both McKean and Bingham were also from Pike County. Bennett advanced quickly at the firm, and by 1865 had become a clerk, residing nearby at 111 Pearl Street, which he purchased from his employer Thomas McKean (Cassedy, 1865). After a massive fire destroyed the mill and yard in 1872, McKean dissolved the partnership and retired, but Bingham continued on. The Chew's Camden City Directory lists Volney G. Bennett as a lumber merchant residing at the more fashionable address of 310 North Sixth Street. This listing indicates Bennett's employment status with Bingham where he remained until 1876 (Prowell, 517).

William and Franklin Holbert, also from Pike County, influenced Bennett in relocating to their establishment in Central Camden, above Kaighn's Avenue. Their Holberts & Branning's Lumber Company, which was founded in 1872 at the foot of Walnut Street and extended to Cherry Street, consisted of a steam sawmill, wharf, and a sales operation, known as the Central Lumberyard (Hexamer, 1312-1313). The Central Lumberyard was adjacent to the short-lived Central Iron Works, which earned its name from its central location between North and South Camden.

Lumberyards, where processed (sawn) stock was dried and stored for wholesale or retail sales, were often associated and adjacent to the primary lumber mills which supplied them. Some mills had their own lumberyards, but other smaller operations, and larger firms which did not want to operate retail centers, leased or sold their yards to lumber salesmen. Such was the case of Volney G. Bennett who subleased the Central Lumberyard, at the southwest corner of South Second and Cherry Streets, from the firm of Holberts & Branning in 1876 upon which he had his first sales office.

By the end of 1876, Bennett had bought his first piece of property for lumberyard use, where he erected his second sales office, storage sheds and stables (Chew, 1877). It appears that Bennett took the Central Lumberyard name and moved his yard north of Cherry Street, so that Holberts & Branning could re-use the former lumberyard, i.e. sales yard, for an expanded drying yard. Central

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Lumberyard began to spread northward in 1878 when Bennett had Cherry Street closed to build a new brick sales office and to obtain a right-of-way to the river, (Baist, 1886) which would prove useful if he ever wanted to construct a wharf to directly receive imports.

Stock could also be imported to the Pennsylvania Railroad freight yards at Mickle and Clinton Streets, and then transported by livery to the lumberyard. Direct rail access to the lumberyard began in 1901 when track was laid down Front Street to serve the City's burgeoning heavy industries. The rail line enabled Bennett to receive processed lumber, as well as other building materials, from other markets, especially the Southeast and Western United States. Bennett's company sold both to wholesale and retail clients, and specialized in customer delivery. His major lumber supplier was the adjacent mill.

A sales office, storage sheds, stables, wagons and derricks were the basic ingredients of a 19th and early-20th century lumberyard. Not all of the lumber (dry and wet) was kept inside sheds; some of it was stored beneath frame coverings and the rest was often kept in piles on the ground. A stable was needed to keep horse teams which were used to transport stock from the mill to the yard and within the yard. Firms, such as Bennett's, which specialized in customer delivery, kept extra horses and had a larger stable. The company delivery wagons were also kept in narrow sheds on the property to maximize lumber storage space. Cranes and derricks were used to move lumber from wagon to shed and around the yard.

Physically, lumberyards have been one of the more impermanent inner-city resource based industries. Since many of the frame sheds were temporary in nature, they were often moved or replaced over time as stock volume, bulk storage and circulation requirements at the yard changed. The stable was more permanent in nature, but some were built in frame. Office buildings, which kept the business records, were sometimes built in brick to ensure protection against the fires which so often plagued the industry. Indeed, even lumberyards themselves, which were basically composed of flat land near a supply route with a few temporary structures, were portable.

Intensification of competing land uses at the inner-city waterfronts forced them to move and scale-back their operations to use their yard resources more efficiently in the early-20th century in Camden. This was especially evident when railroad yards, large factories, such as Campbell's, Victors, Van Sciver's, etc., shipbuilders, ferries, dredgers, and even the 1926 Camden-Philadelphia Bridge squeezed out the old riverfront lumber mills and lumberyards. In Central and South Camden, a similar real estate intensification was occurring with ship-builders, shippers, and utilities, such as the South Jersey Gas, Electric and Traction Company.

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Because lumber merchants had building materials at hand, they were perhaps also more adaptable to endeavor building relocations, remodelings, and replacements than other industries. For these reasons, it can be argued that the physical integrity of lumberyards of the 19th and early-20th centuries was at a continual state of fluctuation. Lumber merchants' frame outbuildings and structures were under constant threat of decay or destruction from fire, or eventual relocation, depending on a business's success or failure. Their buildings were also more apt to be physically altered over time to exhibit new stock or to show off the latest building products. After all, these were the merchants who sold the home-improvement supplies.

Bennett began to purchase numerous building lots in Camden and Stockton, now East Camden through the 1880s to supplement his income. Period ads indicate that the Central Lumberyard continued a fairly close relationship with Stanton (formerly Holberts) & Branning through sale of their wood products. Further enlargement of the Central Lumberyard did not occur until 1887 when Volney G. Bennett purchased a property on the southwest corner of South Second and Spruce Streets, which essentially extended the Central Lumberyard to include an entire city block. An 1890 account of the lumberyard described it as follows:

"This enterprise had its inception in 1876. The premises occupied are 222 by 360 feet in dimensions, extending from Front to [South] Second streets and from Cherry to Spruce streets. About one-half of the yard is covered with shedding for the storage of finer grades. An enormous stock is carried at all times of all kinds of Building Lumber, such a White and Yellow Pine, Hemlock, Spruce, etc. Mr. Bennett enjoys the closest relations with the dealers and manufacturers in the West and South and is thus enabled to handle stuff at the lowest figures... The business gives employment to about ten men and four teams are required for local delivery (Review, 123).

After several changes in ownership, the sawmill belonging to Stanton and Branning was dismantled by 1893; its 15 years lease having expired in 1891. (The property, where the original Central Lumberyard was located and later used as Stanton & Branning's drying yard, was later acquired by the South Jersey Gas, Electric & Traction Company, the predecessor of Public Service Electric & Gas.) Rafting down the Delaware and Susquehanna had virtually ceased by 1900 (Weiss, 20). Most lumber was now arriving by railroad and cargo ship already cut. The Susquehanna and Upper Delaware timber regions were stripped, and it was more cost-effective to mill lumber closer to its origin source in the Southeast or Western United States (Prowell, 515), but it still had to be sold locally, through lumber merchants at their lumberyards. The large number of existing sawmills in Camden were no longer needed and many of them closed. The population of Camden City and its adjacent suburbs, however, continued to grow, and lumber merchants continued to prosper.

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Volney Bennett Lumber Company, CamdenThe Volney G. Bennett Lumber Company

On February 20, 1899, Volney G. Bennett and his sons Alfred and Volney incorporated under the name of the Volney G. Bennett Lumber Company, with the senior Bennett as president, Volney as vice-president, and Alfred as treasurer. Corporate stock was restricted to family members. The articles of incorporation gave the company the power to

"carry on business as timber merchants, saw mill proprietors, and timber growers, and to buy, sell, grow, prepare for market, manipulate, import, export and deal in lumber and woods of all kinds in the manufacture of which timber and wood is used, and to carry on business as shipowners, and carriers by land and sea, and so far as may be deemed expedient, the business of general merchants, and to buy, clear, plant, and work timber estates and to carry out any other business... (VGB papers)."

There is no evidence that any business other than timber trading was exercised by the Volney G. Bennett Lumber Company in Camden. On March 6, 1899, Bennett sold the Central Lumberyard property, which was a sole proprietorship, to the corporation for \$4,500. This consisted of two parcels which comprised the entire city block described in 1890.

From 1900 to 1906, Volney G. Bennett Lumber Company began to acquire riverfront property between Spruce and Division Streets, which was to become the company's final home. The lumberyard now occupied two city blocks and had become the largest retail lumber operation in the state; it was even larger than David Baird and other Camden lumber magnates such as Charles Stockham and C. B. Coles (Board of Trade, 4/1911, 12). The volume in 1904 was six times what it was five years earlier, with a net worth (assets less liabilities) of \$74,854.28 (VGB papers). A 1906 Sanborn fire insurance map shows that each of the two city block yards stored a daily average of 1,000,000 board feet of lumber. Railroadshipment now became Volney G. Bennett Lumber Company's primary supply source, especially after the 1891 closure of the Stanton & Branning Lumber Mill.

In 1904 the Volney G. Bennett Lumber Company erected a two storey, "most complete, modern, brick,slow-burning stables for the housing of its many teams of horses" and a modern electric derrick to assist in handling lumber (VGB papers). In 1890 the Volney G. Bennett Lumber Company had only four teams of horses; after 1904 they kept up to twenty teams (Courier Post 12/14/63, 2). The horses were kept on the first floor, with hay stored on the floor above. The following year broke all sales records for the company. A net profit of \$20,318.64 and three and a half teams of horses and wagons were added to the company (VGB papers). Bennett continued to invest in real estate including the development of the Tatum and Frazer estates in Collingswood. In 1905, at age 67, Bennett retired to live in Hatboro, Pennsylvania and to spend the summer

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months at the Morris Apartments at 311 South 13th Street, Philadelphia. When Volney G. Bennett died in 1914, his son Volney became company president.

In 1911 the Volney G. Bennett Lumber Company acquired an autotruck belonging to a large Philadelphia trucking firm as payment in lieu of cash on an overdue account. Bennett was one of the first lumberyards in South Jersey to have a truck for pick-ups and deliveries (Roberts, 1990). The advantages over horses and wagons were soon realized when trucks virtually replaced the wagons and teams. The 1904 brick stable and the property immediately surrounding it was sold for \$12,400.00 to the Holland Company, holding corporation for Public Service Electric and Gas, in 1917. The stable continued in use by the Camden Coke Company (Baist, 1926). Volney G. Bennett Lumber Company, however, still used some horses to move lumber in the yard and to shift railroad freight cars (VGB papers).

Two additional sales to the Holland Company, one in 1918 and another in 1922, released the yard below Spruce Street. (These sales, the land for \$22,000.00 and the buildings for \$28,000.00, included the expense of moving the lumber sheds from the Cherry Street location to the Spruce Street site.) The Volney G. Bennett Lumber Company had now completed its third major move: from the southwest corner of South Second and Cherry Streets (as the Central Lumberyard), to the block between Cherry and Spruce, and finally to the block between Spruce and Division. The sale of the lower yards indicates either a land consolidation for corporate efficiency, or pressure from the utility, which later erected a gasometer on the property. The 1923 Stockholders' Minute Book shows that the value of each share had risen from the issue price of \$100 in 1899 to \$723.41, that the company had a surplus of \$133,016.16, and that it immediately declared a 150% stock dividend. (VGB papers)

With the old yard sold and profits up, a new sales office was needed to show off Volney G. Bennett Lumber Company's corporate success and company president Volney Bennett who was also becoming a major community and trade leader. This new corporate image was manifested in the 1924 construction of Volney G. Bennett Lumber Company's modern, one storey, Mission Revival-style ornamental concrete "cinder block" sales office, just behind its former 1904 vernacular industrial-style brick stable. By building the sales office with cinder blocks, Bennett was also advertising the adaptability of the new construction material. The cinders used to make the blocks came from the gas plant next door.

In the 1910s, the Volney G. Bennett Lumber Company corporate slogan was simply, "Buy Bennett's Lumber." By the 1920s, it had become "As 'Sterling' is to Silver, so 'Bennett' is to Lumber" (Camden First 1924, p. 24). By 1924 the Volney G. Bennett Lumber Company was

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advertising the sale of lumber, sheet-rock and creo-dipt shingles featuring its newly built sales office. Other period advertisements asked consumers "Are you planning to remodel your home?" and requested potential clients to come to Volney G. Bennett Lumber Company for suggestions. These ads indicate the Volney G. Bennett Lumber Company's trade in a variety of building materials besides lumber, and its appeal to the home-improvement market as early as the 1920s. This is also most likely why the new corporate sales office was built as a clean, modern structure distinguished from the other brick factories, warehouses, and stables, like the one which they recently sold, along the City's industrial waterfront.

Volney G. Bennett and Sons

Volney G. Bennett was a member of the board of directors, and later president of the Excelsior Building & Loan Association. He also served as the treasurer of the Franklin Building & Loan and the City Loan Association, and was a founder of the Real Estate and Investment Company of Camden. Building and loans of this period operated primarily to provide financing for housing development projects, which relied on good relationships with lumber merchants. He was also an organizer to found a free public library in Camden, and was one of the founders of the Camden Board of Trade, the early City chamber of commerce, serving as its president from 1894 to 1905. Bennett's roles in these institutions was noted by his contemporaries as exemplary (Prowell, 517) and indicate Bennett's business acumen and success. Bennett was one of the state's largest lumber merchants who controlled local home construction, to a degree, through his involvement with building and loans, and guided the City's turn-of-the century development as a leader of the Board of Trade.

Bennett's son Killam was also a wholesale lumber merchant, specializing in kiln-dried North Carolina pine at his firm, Bennett and Munger, located north of Market Street. He was mayor of Riverton, Burlington County, New Jersey, president of the Camden Post-Telegram newspaper (now the Camden Courier-Post), was a director of the Central Trust Company in Camden, and also later served on the board of the Volney G. Bennett Lumber Company.

Another son, Volney Bennett was a residential developer in Haddon Heights, Camden County, New Jersey, and served as mayor of Merchantville in the same county. He worked closely with his father, and upon his death succeeded him as president of the Volney G. Bennett Lumber Company. Volney Bennett also served as president of the Camden Board of Trade and its successor the Camden Chamber of Commerce. In the 1920s he was also president of the Greater Camden Commission, which supported development of the Camden suburbs, and was a leader in the organization of the Camden County Park Association, and the Camden Airport. His brother

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Alfred lived in Merchantville and also worked at the Volney G. Bennett Lumber Company yard and served as the corporate secretary and treasurer.

In 1925 Volney Bennett's son, F. (Frederick) Jared Bennett, joined the firm. The Bennett family lost control of the firm to Arthur L. Collins in 1936 during the Great Depression. Collins, who had started as a Volney G. Bennett Lumber Company bookkeeper in 1912, retained the company name. Volney Bennett died two years later in 1938.

Post-War History

After the Second World War, many of the Volney G. Bennett Lumber Company's patrons were local carpenters and contractors who came to the City waterfront for lumber and other building materials since 1876. Indeed, the housing boom in the Camden suburbs was good for the local lumber wholesale and retail trade which now mainly sold processed lumber shipped in from other parts of the country. After the war, many of the old Camden lumber firms along the waterfront either closed or moved to the suburbs following the housing demand. In 1946 Harold W. Roberts, a native of Vermont, married F. Jared Bennett's daughter, Jerry Bennett, and started working for the company. Roberts began as a yard laborer, eventually becoming a salesman and bookkeeper in 1950. F. Jared Bennett, the last of the Bennett family name to work at the Volney G. Bennett Lumber Company, passed away in 1960.

By the mid 1950s and into the 1960s, as homeowners began to repair, remodel and up-grade their own houses, lumber companies changed their stock and display to attract the new suburban home-improvement market. Carpenters and contractors continued to shop at the old lumber company just as they had done since its founding, but the Volney G. Bennett Lumber Company knew that to stay afloat, it would have to change its inner-city industrial image and adapt to the new lumber market, just as it had done in 1924. This is when the Volney G. Bennett Lumber Company entered its last major phase at the Camden property.

Ironically, the first lumberyard to enter the autotruck era, was also the last to hang onto the old inner-city connections with the Delaware River and railroad lines, even after most supplies came by autotruck. In addition, the Volney G. Bennett Lumber Company's stable is one of only two extant horse stables associated with Camden's pre-automobile industrial era. (The other is the Eavenson & Levering wool scouring mill stable at South Fourth Street and Landsdowne Avenue.) The Volney G. Bennett Lumber Company stable is individually significant because it represents the history of industrial transportation, i.e. shipping, receiving, hauling, etc., in one of the State's most industrial cities. The building was used as a horse stable until 1946 when it became a warehouse and some of the stalls were removed.

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In April 1962, the stable and adjacent back lot were sold to the Volney G. Bennett Lumber Company, which promptly remodeled the stable's interior features for use as a home-improvement stock showroom. Most of the remaining horse stalls within the stable were removed, but the posts and end framing timbers were left on the walls and ceiling to retain the divided bay pattern of the old building. A slate floor and dropped ceiling were also added so that customers could browse through the expanded stockshowroom to view building materials, such as hardware, paints, molding, etc. and the small museum of collected antique tools of the lumbering trade which were displayed by the owner. At this time, the company also acquired and demolished the four remaining houses on the north side of the 100 block of Spruce Street to gain full title to the city block.

The stable's exterior features were updated with the addition of dentil molding, and a Colonial Revival pent eave and cornice. The company also remodelled the 1924 sales office by facing it in brick, changing the door and window openings, and by adding dentil molding and a new roof. A short one storey brick corridor was then built to connect the two structures, and through which the new store entrance was made. The result of this 1962 Colonial Revival remodeling was the creation of a unified commercial storefront and a completely new stock showroom and museum display in the heart of the inner-city waterfront district.

By 1966 Harold W. Roberts had purchased all the outstanding corporate stock which placed the Volney G. Bennett Lumber Company back into family ownership. Robert's sons, Stephen Bennett Roberts and Brian W. Roberts, joined the firm in 1973 and 1976, respectively, beginning as yard laborers and advancing to truck drivers. The great-great grandsons of the company founder are now the fifth generation of the Bennett family operating the firm.

Despite the company's last attempts to change its inner-city image to meet the new home-improvement market, the declining image of the City of Camden was too much to overcome. By the mid-1970s, the City of Camden and the Housing Authority declared the waterfront district and neighboring areas "blighted," and acquired the Volney G. Bennett Lumber Company property in Camden in 1979 as part of a redevelopment plan for the improvement of the municipal port. Recognizing the historical significance of the Volney G. Bennett Lumber Company, the Camden Housing Authority amended its deed to the title to memorialize the company's historic significance to Camden's lumber trade and to ensure that the old sales office and brick stable would be "maintained by the Authority, its successors and assigns, in good and occupiable condition, pursuant to the National Historic Preservation Act of 1966." The Volney G. Bennett Lumber Company then moved to Barrington, New Jersey where it is now operated co-extensively with the Mr. Roberts Lumber Company.

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In 1980, the Camden Housing Authority sold the Volney G. Bennett Lumber Company property to the Camden Municipal Port Authority. Later that year a four alarm fire swept through the property destroying all but one of the lumber sheds, the sales office and the brick stable. The port authority later demolished the shed and leased the rear part of the block as a surface storage yard, continuing its historic riverfront function. Otherwise, the yard has not been physically altered since the fire.

The remodelled sales office and brick stable were sold in 1991 and were then remodeled into a restaurant. The sales office and the brick stable have not been substantially altered since 1962, except for the replacement of the old stable doors on the west elevation and the blocking of a window on the north facade, and the removal of the old central posts in the stable. Whereas the sales office's entrance has remained relatively intact since the 1962 remodelling, the stable's original entrance orientation, and hence its facade, has been changed twice in the past thirty years. The horses' entrance on the north facade was infilled with brick in 1962 when the brick stable was connected to the sales office and became a show and stockroom. The joined entrance between the old buildings was moved to the east elevation which was remodeled with applied dentils and a shingled pent eave cornice. Since becoming a restaurant, the stable is now entered from an original entrance, albeit a new door, in the west elevation.

The lumberyard, sales office, stable and associated outbuildings of the Volney G. Bennett Lumber Company, like other contemporary lumberyards, have all been changed over time to reflect changes in technology, lumber supply, sales markets, fires, real estate demands, and corporate image. However, they still exhibit the essential characteristics, and are the only extant representative resources, of the commercial late-19th and early-20th century lumberyard trade. They are significant because they embody the history of the origins, development and eventual demise of Camden's lumber milling and lumberyard retail industries of that period in which Camden served as the regional center.

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10. Geographical Data

Verbal Boundary Description:

Beginning at the southwest corner of the intersection of South Second and Division Streets, at the northeast corner of the property, at thence along Division Street westerly approximately three hundred eighty seven (387) feet to the intersection of Front Street, at the northwest corner of the property, and thence along Front Street southerly approximately two hundred seven (207) feet to the intersection of Spruce Street at the southwest corner of the property, and thence along Spruce Street easterly approximately two hundred seventy seven (277) feet to a point, then northly fifty eight (58) feet to a point, then eastly one hundred and ten (110) feet to a point on South Second Street fifty eight (58) feet north of the northwest corner of South Second and Spruce Streets, and then along South Second Street north one hundred forty nine (149) feet to the beginning, also known as the majority of the southernmost parcel of municipal tax block 614, lot 1 of the City of Camden.

Boundary Justification:

This property, which comprises most of an entire city block, was the historic core site of the Volney G. Bennett Lumber Company's yard and sales operation. Eight houses at the southeast corner of the block were not acquired by the company until 1962, whereupon they were quickly demolished for increased yard space. This corner of the block was not included so that the nomination would encompass only that part of the block utilized by the Volney G. Bennett Lumber Company during the period of significance.

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PHOTOGRAPHS

Photographs #1-15 were taken in April 1991 by Paul W. Schopp, Riverton, NJ, who holds the negatives. Photographs #16-26 were taken by Mrs. Harold Roberts, Barrington, NJ, who holds the negatives.

The photographs show the following views:

Exteriors (#1-15)

1. East facade
2. West elevation
3. NE corner of stable
4. SW corner of office & part of yard
5. Yard & West elevation
6. Looking North along West elevation
7. Detail of West elevation (Note ventilator & hay crane beam)
8. Detail of North elevation (shows an original loft door)
9. Detail of East facade (shows loft window)
10. Detail of East facade (shows horse window, 1st floor)
11. Detail of North elevation (bricked-up wagon door)
12. Detail of North elevation (partially bricked-up loft door & corner detailing)
13. Detail of West elevation (shows hay crane beam)
14. Detail of East facade (part of original rainwater collection system)
15. Detail of East facade (part of original rainwater collection system)

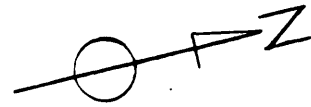
Interiors (#16-24)

16. 1st floor, main room, looking East
17. 1st floor, main room, looking West toward NW corner
18. 1st floor, main room, looking East toward SE corner
19. 1st floor, main room, front door from East (Note iron hay manger)
20. 1st floor, main room, looking North
21. 1st floor, main room, detail of horse window on West wall
22. 1st floor, stairs leading to loft
23. 2nd floor (loft area), dining room looking North
24. 2nd floor, dining room looking East

Historic photos (#25-26) (from Harold Roberts collection)

25. Interior of stable before 1962 redevelopment
26. Exterior view of office bldg. & stable, ca.1950

FRONT ST.



FRAME LUMBER SHEDS

FRAME LUMBER SHEDS

DIVISION ST.

FRAME CINDER BLOCK
LUMBER SHEDS & MILL

FRAME
GARAGE
&
SHED

OFFICE BUILDING & STABLE

SECOND ST.
CAMDEN, NJ

SPRUCE ST.

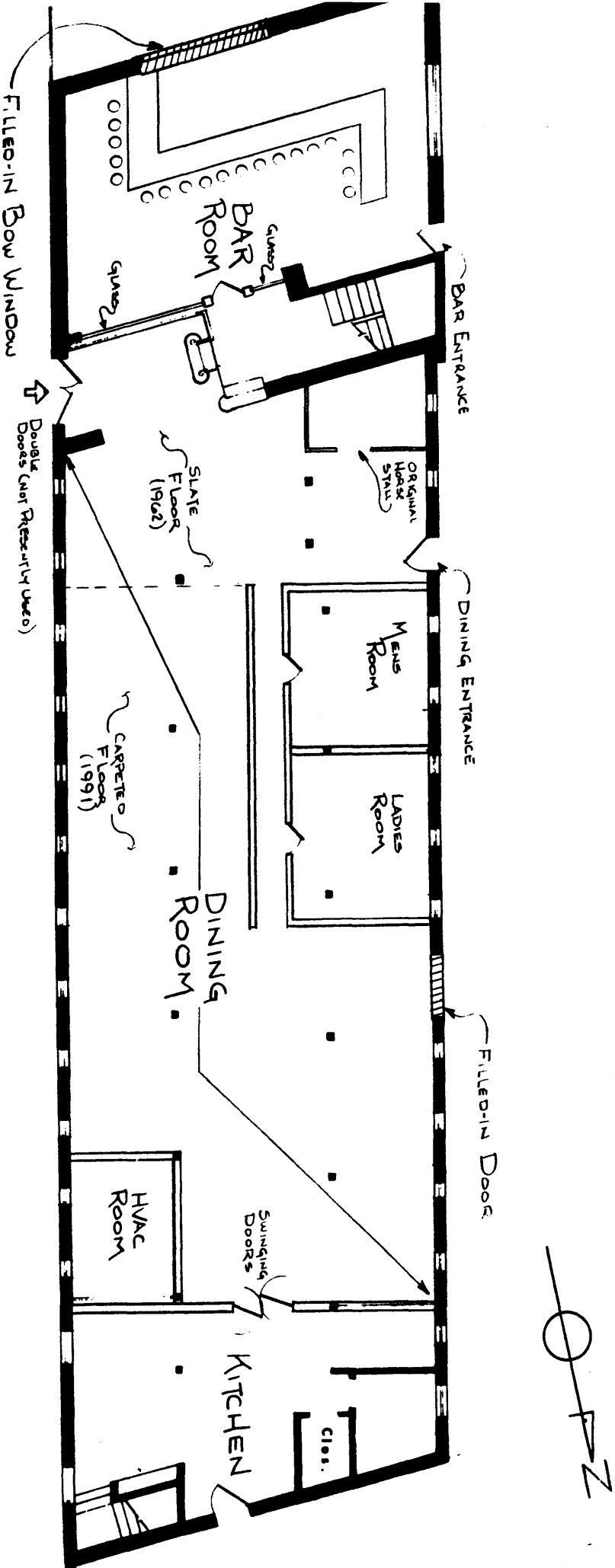
NOT INCLUDED IN
NOMINATION

- NOTES:
1. INFORMATION OBTAINED FROM SURVEY BY ROBERTSON & JOHNSON CIVIL ENGINEERS
 2. STRUCTURES SHOWN AS DOTTED NO LONGER EXTANT

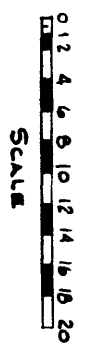


PAUL W. SCHOPP HISTORICAL CONSULTANT			
223 ELM AVENUE		RIVERTON, NEW JERSEY 08077	
VOLNEY G. BENNETT LUMBER CO. HISTORIC NOMINATION SITE PLAN			
PREPARED BY	DATE	SHEET	OF
PSCHOPP	JAN 18 1992	B	10 F1
SCALE: 1" = 30'	PROJECT NO.	V682	

Camden, Camden County, NJ



S E C O N D S T R E E T



PAUL W. SCHOPP HISTORICAL CONSULTANT			
223 ELM AVENUE		RIVERTON, NEW JERSEY 08077	
VOLNEY G. BENNETT LUNGER CO. Historic Nomination 1992 FLOOR PLAN (1 ST FLOOR)			
DESIGNED BY	P. SCHOPP	DATE	10.1.1
SCALE	1/8" = 1'-0"	DATE	18 MAR 1992
		DATE	V.G. LA

Camden, Camden County,

FRONT ST.

FRAME LUMBER SHEDS

01 6



25
20

FRAME LUMBER SHEDS

DIVISION ST

17 21

18

FRAME CINDER BLOCK
LUMBER SHEDS & MILL

6

11
DETAIL
CANTON

17
7
DETAIL

SPRUCE ST.

FRAME
GARAGE
&
SHED

NOT INCLUDED
IN
NOMINATION

OFFICE BUILDING & STABLE

24
4 5
3

23
8
SECOND ST.
CAMDEN, NJ

13 23
DETAIL
HORSE
WINDOW

15
6
DETAIL

2

1

- NOTES:
1. INFORMATION OBTAINED FROM SURVEY BY ROBERT POOL & JOHNSON CIVIL ENGINEERS
 2. STRUCTURES SHOWN AS DETACHED NO LONGER EXISTANT



Camden, Camden County, NJ

PAUL W. SCHOPP
HISTORICAL CONSULTANT
223 ELM AVENUE RIVERTON, NEW JERSEY 08077

VOLNEY G. BENNETT LUMBER CO.
HISTORIC NOMINATION
SITE PLAN

DATE: 12/15/92
BY: PSCHOPP
SCALE: 1" = 30'
SHEET: 1 OF 1
PROJECT: V&B 2

PHOTO/SLIDE KEY SHEET