

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

RECEIVED 2280
MAR 08 2013

RECEIVED 202
FEB 22 2013

This form is for use in nominating or requesting determinations of eligibility for individual properties or 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 uses, enter only categories and subcategories listed in 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 Ledgewood Historic District
other names/site number Drakeville; Drakesville

2. Location

street & number Main Street; Circle Drive; Canal Street; Emmans Road; Mountain Road not for publication
city or town Roxbury Township vicinity
state New Jersey code NJ county Morris code 027 zip code 07852

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. See continuation sheet for additional comments.
Signature of certifying official/Title Rich Boornazian, Deputy State Historic Preservation Officer Date 2/27/13
State or 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 this property is:
 entered in the National Register. See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:)
Signature of the Keeper, [Signature] Date of Action 4/18/13

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	
40	11	buildings
1	0	sites
4	2	structures
0	0	objects
45	13	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

8

6. Function or Use

Historic Functions

(Enter categories from instructions)

- DOMESTIC/ single dwelling
- DOMESTIC/ secondary structure
- DOMESTIC/ hotel
- RELIGION/ religious facility
- COMMERCE/ general store

Current Functions

(Enter categories from instructions)

- DOMESTIC/ single dwelling
- DOMESTIC/ secondary structure
- DOMESTIC/ multiple dwelling
- COMMERCE/ general store
- COMMERCE/ specialty store
- RECREATION AND CULTURE/ museum
- RELIGION/ religious facility

7. Description

Architectural Classification

(Enter categories from instructions)

- Italianate
- Colonial Revival
- Greek Revival
- No Style

Materials

(Enter categories from instructions)

- foundation STONE
- walls WOOD
- roof ASPHALT
- other

Narrative Description

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 1

NARRATIVE DESCRIPTION

Located in western Morris County in New Jersey's Highlands geographical province, the Ledgewood Historic District occupies generally level land along Drake's (or Ledgewood) Brook, a small tributary of the South Branch of the Raritan River. It is a predominantly 19th-century linear settlement that stretches west from 1930s-era New Jersey State Route 10 along Main Street, a section of the former Morris Turnpike that was bypassed during the construction of Route 10. The village consists of a church, a former general store that is now being restored as part of a local history museum, several small commercial buildings, and several dozen dwellings including two that now serve as local history museums. The district is bordered on the south by mid-late 20th century residential development along the south side of Canal Street and by mid/late 20th century commercial development along Route 46 to the north and Route 10 to the east. At the west end, the district abuts Ledgewood Park/Morris Canal Park, which incorporates surviving portions of Plane 2 East of the Morris Canal.

The Ledgewood Historic District encompasses the surviving 19th-century village and portions of the land associated with the Morris Canal, but excludes the adjoining modern commercial cluster and residential development. An inventory of district resources is included in this section, and all resources have been categorized as "contributing" or "non-contributing" to the district's historical significance. Contributing resources (excluding previously listed resources) consist of 40 buildings, mostly 19th and early 20th century dwellings and outbuildings; 1 site, the location of an artist's studio and garden; and four structures, all of which are district roads. District resources also include three previously listed National Register properties: King Store and Homestead (five resources); Silas Riggs House (two resources); and a portion of the former bed of the Morris Canal (one resource). Non-contributing resources include 11 buildings, mostly modern garages and outbuildings, as well as several modern dwellings and a commercial building; also two structures, both modern bridges.

The district is dominated by modestly scaled gable-roofed vernacular buildings of frame construction dating to the 19th century and the early decades of the 20th century, and exhibiting simple stylistic embellishments characteristic of that era. Most have retained their historic form and a fair amount of early detailing, and although many have been refurbished or enlarged, these alterations do not significantly affect the character of the district. There are also a number of more recent buildings, mainly outbuildings such as garages and shed, as well as several infill houses, which in general are compatible in siting, scale, and form. Buildings within the district, which are predominantly dwellings and their associated outbuildings, are typically closely spaced on small lots and face the road with short setbacks. Two exceptions are dwellings at the west end of the district that were originally built along the canal and have no street frontage. Buildings generally are in good condition and well maintained with only a very few that exhibit any degree of neglect; surrounding yards similarly are well groomed, often featuring large trees and mature plantings.

District roads follow their original routes, which for the most part date to the 18th and early 19th centuries. Main Street was originally a trail established by Lenape tribe of Native Americans. Canal Street is an early 20th-century road that originally may have been a section of the mule path along the Morris Canal that was

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 2

opened as a public road following abandonment of the canal in the early 20th century. All district roads are asphalt-paved, and feature one travel lane in each direction with painted centerlines. There are no sidewalks and curbing is limited to Circle Drive. In general, lawns extend to the edge of the pavement or unpaved shoulder. The minimal signage in the district consists of standard road identification and traffic control signs.

Residential Types

The district's architecture is representative of the rural region's vernacular construction practices and building types during the 19th and early 20th centuries. Construction is primarily frame on stone or masonry foundations and dwellings predominate. With few exceptions, the buildings are unpretentious and modestly scaled, creating a cohesive streetscape. The relative absence of stylistic features is a distinctive characteristic of the district's architecture.

There are four late 18th or early 19th century examples of the traditional 1½-story house known as an East Jersey Cottage, which was common in the region at an early date (site #s 2, 6, 13 west wing, 20; photo #s 2, 3, 4, 7, 10). Georgian design influence is evident in the late 18th or early 19th century dwelling at #21, a 2-story, double-pile dwelling that appears to have originally been constructed as a three-bay, side hall house that was later extended by three bays (photo #13). The four-bay house at site #25 also may have been constructed as a side hall house (photo #15).

Representative of the category of popular building types inspired by 19th-century pattern books are gable-front buildings such as #s 14, 23, 27, 34, 35, and 38 (photo #s 14, 16, and 20), which were prevalent in the region during the second half of the 19th century and continuing into the beginning of the 20th century, when these houses were constructed. Examples of L-plan buildings, a popular adaptation of the asymmetrical Italianate villa form found in many pattern books, are site #s 1, 5, 18, 23, and 40 (photo #s 1, 6, 14, and 23). Two houses evoke on a very small scale the Italianate cubical villa form, yet another plan book type (site #13 east wing and 32; photo #s 10 and 20).

Popular forms that appeared at the end of the 19th century, when mail order and pre-cut dwellings came to market, are represented in the district by simplified examples: a group of bungalows (site #s 7, 22, 39, 41; photo # 22) and three examples of the form known as the "American Four-Square" with their characteristic hipped roofs (site #s 3, 4, 12; photo #s 5, 9).

Residential Styles

For the most part district dwellings exhibit a consistent characteristic of either restrained or no decorative detailing. Minimal examples of simple embellishments that were derived from the architectural styles popular in the 19th and early 20th centuries can be found occasionally at front entries, roof eaves, or bay windows. For example, several of the district's houses feature stylistic details that are expressive of Victorian eclecticism and

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 3

reveal Italianate and Queen Anne style influences: 1A, 18, 31, 40, 17, 33, 34 and 36 (photo #s 01, 17, 23, 20, 21). The eclectic King House (#1A), a notable exception to the prevailing simplicity of the district, is well described in its separate National Register nomination. Colonial Revival influences are evident in a porch with Tuscan columns at site #s 3 (photo #5), and the pilasters flanking the center entry at site #16 (photo #12). Several examples of Craftsman-inspired bungalows are found within the district (site #s 7, 22, 39, 41; photo #22).

Non-Residential Building and Other Resources

The district also contains a church and an early general store. The modestly scaled but noteworthy 1917 Ledgewood Baptist Church (site #10; photo #8), arguably the most architecturally elegant building in the district, is a fine cobblestone example of an asymmetric cross-gable plan that incorporates Gothic Revival motifs with its pointed arch openings and three-story crenellated tower. Built in 1827, the King Store (site #1B; photo #02) is representative of the gable-fronted commercial building type typical in the area's 19th-century villages and exhibits Greek Revival influence in its entry and exuberant Italianate embellishments (large brackets and carved porch columns) that were added in 1885. Reflecting its owner's relative prosperity, the King Store's stylistic details are more elaborate than other district buildings, and are described in detail in its separate National Register nomination.

Also of interest are the mostly 19th-century outbuildings associated with the district's dwellings. A gable-front wagon house (site #40), two privies (site #s 1B and 2), an icehouse (site #1A), and a shed (site #18), all dating from the mid 19th to early 20th century, survive. All are frame construction except the icehouse, which is stone and frame. Four frame garages from the early 20th century are found in the district (site #s 27, 31, 32 and 33). Other district resources that bear mentioning include three stone carriage mounting steps (site #1B), and a sleeper stone associated with the Morris Canal (site #42).

In the following inventory, each principal resource is identified by a number that locates it on the accompanying district map. All resources are categorized as either "contributing" or "non-contributing" to the significance of the district. All outbuildings included in the inventory are identified as either contributing or non-contributing with the designation (C) or (NC). Survey numbers from the Morris County Historical Sites Inventory (MC) are provided.

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 4

- 1A **209 Main Street** (King Homestead). MC 1436-041 (NR-listed).
Contributing B 6408/L2 Photo #01

Frame, 2-story, gable-roofed dwelling/museum consisting of a 3-bay main block with interior chimney with brick stack and 2 over 1-bay cross gable side appendage, conical roofed 2nd story tower and 2-story rear addition with interior chimney with brick stack.

Style: Italianate and Queen Anne influence

Date: c.1878

Additional description: Exterior features include overhanging eaves with returns and brackets, clapboard and shingle siding, 2/2 sash windows, front façade bay window, glass and panel door, 1st –story side round room, shed roofed front and side porch with brackets and turned posts and spindles.

Outbuildings: Stone and frame, gable-front icehouse (C)(19th-century)

- 1B **211 Main Street** (King Store). MC1436-041. (NR-listed).
Contributing B 6408/L2 Photo #02, 04

Stone, 2-story, gable-front store/museum consisting of a 1 over 3-bay main block.

Style: Greek Revival influences; Italianate embellishments

Date: c.1827; 1885 alterations

Additional description: Exterior features include stone foundation; slate roof; wide overhanging eaves with returns, large decorative brackets and elaborate dentil detail; stucco scored to look like stone; 12/8 sash windows; 6-pane gable window; solid closed shutters; flat roofed porch with turned posts on wood piers; and solid panel door with transom. There is a shadow of a removed rear appendage. A tall stone foundation that survives from a demolished appendage extends from the rear of the store, later incorporated into a garden.

Outbuildings: (1) Frame gable-front privy (C)(19th-century); (2) Three cut stone carriage mounting steps (C)(19th-century).

- 2 **213 Main Street.** Silas Riggs House. MC 1436-042. (NR-listed)
Contributing B 6408/L1 Photo #02, 03, 04

Frame, 1½-story, 3-bay, gable-roofed dwelling/museum with interior center chimney with brick stack and engaged catslide rear appendage.

Style: None.

Date: c.1805. House moved to current location in 1962 from its original location on Main Street, just east of Route 10.

Additional description: Exterior features include fieldstone foundation, wood shingle roof with flush raking eaves, clapboard siding, 6/6 windows with solid wood shutters, and solid panel door.

Outbuildings: (1) Frame gable-front privy with metal roof (C)(19th-century); (2) Horizontal board well curb (NC)(20th-century).

- 3 **4 Circle Drive.**

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 5

Contributing B6407 /L4 Photo #05

Frame, 2-story, 2-bay, hipped-roofed "Four-square" **dwelling** with interior chimney with brick stack; 1-story rear appendage.

Style: Colonial Revival

Date: Early 20th century

Additional description: Exterior features include hip-roof dormer, vinyl siding, 6/6 windows, hip-roofed porch with Tuscan columns and modern railing.

Outbuildings: None

4 **6 Circle Drive.**

Contributing B6407 /L6 Photo #05

Frame, 2-story, 2-bay, hipped-roof "Four-Square" **dwelling** with interior chimney with brick stack; 1-story rear appendage.

Style: Colonial Revival

Date: Early 20th-century

Additional description: Exterior features include front hipped-roof dormer; vinyl siding; 1/1 windows; and hipped-roof porch partially enclosed.

Outbuildings: None

5 **217 Main Street. MC1436-043.**

Contributing B6407 /L8 Photo #06

Frame, 2-story, 3-bay, gable-roofed L-plan **dwelling** with interior chimney with brick stack and 2-story, 2-over-3 bay, gable-roofed wing.

Style: None

Date: Late 19th-century. Jackson Store in c. 1905 photo.

Additional description: Exterior features include overhanging eaves, vinyl siding, 1/1 windows with modern louvered shutters; shed-roofed porch with square posts and railings.

Outbuildings: Small, frame, gable-front, 1-story shed (NC)(20th-century).

6 **219 Main Street.**

Contributing B6407 /L7 Photo #07

Frame, 1½-story, 3-bay, gable-roofed **dwelling** with interior brick chimney.

Style: Colonial Revival and Craftsman influences

Date: Mid 19th-century; possibly incorporating or replacing an early 19th-century dwelling.

Additional description: Exterior features include overhanging eaves; front shed roof dormer; 1/1 paired sash windows; shed-roofed porch with square posts and railings.

Outbuildings: Small frame, shed-front, 1-story shed (NC)(20th-century).

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 6

- 7 **221 Main Street.**
Contributing **B6407 /L8**
- Frame, 1-story, 3-bay, gable-roofed **dwelling** with cross gable with exterior block chimney.
Style: Craftsman influences.
Date: Early 20th-century
Additional description: Exterior features include overhanging eaves; 6/1 paired sash windows; vinyl siding; hipped roof bay window; enclosed front porch and side entry.
Outbuildings: None
- 8 **227 Main Street.**
Non-contributing **B6407 /L9**
- Frame, 1-story, 4-bay, gable-roofed **dwelling** with side 2-bay addition.
Style: Ranch
Date: Mid 20th-century
Additional description: Exterior features include overhanging eaves; 1/1 sash windows with shutters; vinyl siding; and concrete front steps with metal railings.
Outbuildings: None
- 9 **229 Main Street.**
Non-contributing **B6406 /L7**
- Frame, 1-story, 4-bay, gable-roofed **dwelling**; exterior chimney with brick stack; 1-bay gable-front enclosed sun porch; side 2-bay garage appendage.
Style: Ranch
Date: Mid 20th-century
Additional description: Exterior features include overhanging eaves; 1/1 sash windows with louvered shutters; vinyl siding; and stone and brick front steps with dentil trimmed overhang.
Outbuildings: None
- 10A **233 Main Street. Ledgewood Baptist Church.**
Contributing **B6406 /L5.01** **Photo #08**
- Cobblestone, 1-story, **church** with 3-bay gable front main block; 3-bay, hipped-roofed west wing; square, center 3-story bell tower with crenellated pyramid slate roof; pointed arch windows; east side porte-cochere; and rear stone and frame, 2-story, gable-roofed appendage.
Style: Gothic Revival
Date: c.1917
Additional description: Exterior features include asphalt shingle roof with overhanging eaves; leaded and stained glass windows, stone corner buttresses, stone watercourse and concrete steps/ramp and metal railings.

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 7

Outbuildings: Large, 2-story, flat-roofed concrete and stone **fellowship center** with round and arched windows (NC) (c.2009).

10B **233 Main Street.** Ledgewood Baptist Church Parsonage.

Non-contributing **B6406 /L5.01**

Frame and stone, 1-story, 3-bay, gable-roofed **dwelling/office**; exterior chimney with brick stack; 2-bay side addition.

Style: Cape Cod

Date: Mid 20th-century

Additional description: Exterior features include 2nd story dormer; 6/6 sash windows with louvered shutters; and glass and panel door.

Outbuildings: See Inventory #10A. Lots 4 and 5 of Block 6406 were merged into Lot 5.01 c.2009.

11 **241 Main Street.**

Contributing **B6406 /L5.01** **Photo #09**

Frame, 2-story, 3-bay, gable-roofed **dwelling** with exterior chimney with brick stack and rear shed-roofed enclosed entry.

Style: None

Date: Early 20th century.

Additional description: Exterior features include overhanging eaves; 1/1 windows; vinyl siding; and enclosed shed-roofed porch with wood steps. Now as classroom and office space used by Ledgewood Baptist Church.

Outbuildings: See Inventory #10A. Lots 4 and 5 of Block 6406 were merged into Lot 5.01 c.2009.

12 **243 Main Street.**

Contributing **B6406 /L1** **Photo #09**

Frame, 2-story, 2-over 3-bay, hip-roofed "Four Square" **dwelling** with interior chimney with brick stack; 1-story, 1-bay gable roofed side appendage.

Style: Colonial Revival

Date: c.1926. Site of Jeremiah Baker Hotel, which burned in 1920.

Additional description: Exterior features include block foundation, front hip-roofed dormer; vinyl siding, 1/1 windows with louvered shutters; 1-bay gable roofed porch with square columns and solid railing .

Outbuildings: Frame, 1-story, gable-front, 1½-bay **garage** (NC)(20th-century)

13 **247 Main Street.** Ralph Cary House.

Contributing **B7502 /L9** **Photo #10**

Frame, 1½-story, gable-roofed **dwelling** with interior chimney with brick stack; 2-story, 3-bay flat-roofed side addition and rear 2-story gable roofed appendage.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 8

Style: None; Italianate influence.

Date: Early-Mid 19th-century.

Additional description: Built in 2 parts. West section is a bank house. Exterior features include (west section) overhanging eaves with returns, asbestos shingle siding, 1/1 sash windows with modern shutters, two 3-pane eyebrow windows, glass and panel door, shed-roofed porch with square posts; (east section) overhanging eaves, asbestos shingle siding, 1/1 sash windows with modern shutters; side entry sheltered by hip-roofed porch on metal posts.

Outbuildings: Frame, gambrel-roofed shed (NC)(20th-century).

14 **255 A & B Main Street.**

Contributing **B7502 /L5**

Frame, 2-story, 3 over 2-bay, gable-front **apartment building** with exterior and interior chimneys with brick stacks; side 1-story, 3-bay, shed-roofed appendage; and rear, 1-story enclosed porch.

Style: None

Date: Early 20th-century.

Additional description: Exterior features include overhanging eaves with returns, vinyl siding, 1/1 sash windows and stone porch foundation.

Outbuildings: None

15 **261 Main Street. MC 1436-43.**

Contributing **B7502 /L3** **Photo #11**

Frame, 2-story, 3/1-bay, gable-front **office building** with interior chimney with brick stack.

Style: None

Date: 1874 (Munsell, p. 366). Original Ledgewood Baptist Church. Remodeled after 1917.

Additional description: Exterior features include overhanging eaves, asbestos siding, sash windows with solid wood shutters; paired front, side and gable windows; enclosed lower level front entry with hipped-roof, pointed side windows and glass-and-panel door; side 2nd-story glass-and-panel door.

Outbuildings: None

16 **252 Main Street.**

Contributing **B7501 /L15** **Photo #12**

Frame, 2-story, 3-bay, gable-roofed **dwelling** with interior chimney with brick stack and rear 2-story gable-roofed addition.

Style: Colonial Revival embellishments.

Date: 1895 (Sign on building)

Additional description: Exterior features include stone foundation, 6/6 sash windows with wood vertical board shutters, glass and panel door with flat-columned door surround.

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 9

Outbuildings: None

- 17 **250 Main Street.**
Contributing **B7501 /L18**
- Frame, 2-story, 2/3-bay, gable-roofed **dwelling** built in two sections, sited perpendicular to road. Main block is gable-roofed, 2/3 bay with bay window on street facade with interior chimney with brick stack; a rear lower 2-story, 4-bay gable-roofed addition, likely the earlier section; and a small, rear, 1-story shed-roofed appendage.
Style: Queen Anne embellishments
Date: Mid/Late 19th-century; First Baptist Parsonage c. 1905.
Additional description: Exterior features include vinyl siding, 6/6 sash windows; main entry on east facade sheltered by flat roofed porch with turned posts; and 2 shed-roofed porches with square posts.
Outbuildings: Frame, 1-story, 2-bay gable-front **shed** with side shed-roofed screened porch (C)(early 20th-century)
- 18 **248 Main Street. Abijah Young House.**
Contributing **B7501 /L17**
- Frame, 2-story, 3-bay, gable-front L-plan **dwelling** with interior chimney with brick stack and side 2-story, 2-bay, gable-roofed wing.
Style: Italianate
Date: Mid-Late 19th century
Additional description: Exterior features include stone foundation, clapboard siding; 2/1 sash windows with shutters; and wrap-around porch with turned posts.
Outbuildings: Frame, 1-story, 1-bay, gable-roofed **shed** (C)(19th-century)
- 19 **244 Main Street.**
Non-contributing **B7501 /L19**
- Stuccoed, 2-story **commercial building**; 4-bay gable roof east section; 2-bay flat roof west section.
Style: None
Date: Mid/Late 20th-century.
Additional description: Exterior features casement windows; exterior side stairs.
Outbuildings: None
- 20 **4 Emmans Road.**
Contributing **B7501 /L16**
- Frame, 1½-story, 2-bay, gable-roofed **dwelling** with interior chimney with brick stack and

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 10

engaged rear, 1-story appendage.

Style: None

Date: Early/Mid 19th-century; plane tender's house for Morris Canal Plane 3E

Additional description: Exterior features include vinyl siding, 1-story side bay window, 1/1 sash windows, east-facing main entry sheltered by shed-roofed front porch with turned posts; side enclosed entrance with shed roof.

Outbuildings: None

- 21 **6 and 8 Emmans Road. Jacob Drake House. MC #1436-043**
Contributing B7501 /L20 Photo #13

Frame, 2-story, 4/6-bay, gable-roofed **multi-family dwelling** (probably built in 2 sections) with two interior chimneys with brick stacks and rear, 1-story, shed-roofed appendage.

Style: None

Date: Early/Mid 19th-century; possibly incorporated Abraham Drake's mid 18th-century tavern. An 1801 Road Return for present Emmans Road does not mention a tavern [MC B-72], and the Morris County Historic Sites Survey identifies this as housing constructed in the mid 19th-century for canal workers that later served as a plane tenders house.

Additional description: Exterior features include stone foundation, modern siding, 1/1 and 2/2 windows; 2 entrances with glass and panel doors and shed-roofed porches with square posts.

Outbuildings: None

- 22 **10 Emmans Road.**
Contributing B7501 /L21

Frame, 1-story, gable-front **dwelling** with exterior brick chimney.

Style: None

Date: Early 20th-century

Additional description: Exterior features include modern siding, 1/1 sash windows, 1/1 paired gable window and enclosed gable-front porch with glass and panel door.

Outbuildings: Frame and block, 1-story, 2-bay, gable-roofed **shed** (NC)(20th-century)

- 23 **14 Emmans Road. MC #1436-043**
Contributing B6001 /L24 Photo #14

Frame, 2-story, 3-bay, gable-front **dwelling** with rear, 1-story, gable-roofed appendage and interior chimney with brick stack.

Style: None

Date: Mid 19th-century [1868 Atlas]

Additional description: Exterior features include stone foundation, modern siding, 1/1 sash windows, side 2-story cross gable, and hip-roofed front porch with turned posts and square railings.

Outbuildings: None

United States Department of the Interior
National Park Service
National Register of Historic Places
Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 11

- 24 **Main Street and Emmans Road.**
Non-contributing
- Morris County **Bridge** #1002.
Date: Late 20th-century
Description: Two-lane concrete deck; concrete and metal railing. Carries Emmans Road over Drakes Brook.
- 25 **242 Main Street.**
Contributing **B6405/L5** **Photo #15**
- Frame, 2-story, 4-bay, gable-roofed **dwelling** with interior center chimney with brick stack and rear 1-story enclosed porch.
Style: None
Date: Mid 19th-century; "W. Scheer Est." (1887 Atlas)
Additional description: Exterior features include overhanging eaves with returns, modern siding, 6/6 sash windows, and gable-roofed entry porch with square posts.
Outbuildings: 5 small frame sheds (NC) (Mid/Late 20th-century)
- 26 **240 Main Street.**
Contributing **B6405 /L6** **Photo #16**
- Frame, 2-story, 2/4-bay, gable-roofed **multifamily dwelling** with interior center chimney with brick stack and rear 1-story appendage.
Style: None
Date: Late 19th-century
Additional description: Exterior features include asbestos siding, 2/2 windows with modern shutters on 2nd floor, single off-center gabled dormer, 2 entrances with glass and panel doors covered by a hip roofed porch with square posts and solid railing.
Outbuildings: Frame, 1-bay, gable-roofed shed (NC)(20th).
- 27 **236 Main Street.**
Contributing **B6405 /L7** **Photo #16**
- Frame, 2-story, 2/3-bay, gable-front **dwelling** with interior center chimney with metal stack and rear 2-story cross gable appendage.
Style: None
Date: Late 19th-century
Additional description: Exterior features include asbestos siding, 2/2 windows, 1-story bay window, gabled pediment on gable window, glass and panel door and shed roofed porch with square posts and enclosed railing.
Outbuildings: Frame, 1-story, 1-bay gable-roofed **garage** (early 20th-century)(C).
- 28 **234 Main Street.**

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 12

Non-contributing B6405 /L8

Brick and frame, 1-story, 4-bay, hipped-roofed **dwelling** with interior chimney with brick stack; and side, 1-bay attached garage.

Style: Ranch

Date: Mid/Late 20th-century

Additional description: Exterior features include 1/1 sash windows, picture window with flanked with sash window sides and glass and panel door.

Outbuildings: None

29 **232 Main Street.**

Contributing B6405 /L9

Frame, 1½-story, 3-bay, gable-roofed **dwelling** with modern rear, 2-story appendage.

Style: Tudor Revival influences

Date: Early 20th-century

Additional description: Exterior features include 1/1 windows with modern shutters, off set triangular entrance with and arched glass and panel door.

Outbuildings: None

30 **230 Main Street.**

Non-contributing B6405 /L10

Brick and frame, 2-story, 3-bay, gable-roofed **dwelling** with interior chimney with brick stack and side, 2-bay attached garage.

Style: Split-level

Date: Mid/Late 20th-century

Additional description: Exterior features include 1/1 windows, picture window, and glass and panel door.

Outbuildings: None

31 **228 Main Street. MC1436-43.**

Contributing B6405 /L11 Photo #17, 18

Frame, 2-story, 4/5-bay, gable-roofed **multifamily dwelling** with interior center chimney with brick stack and rear 2-story addition.

Style: Italianate influences

Date: c.1868 "Mansion House Hotel" (Beers Atlas, 1868) Scheer Family

Additional description: Exterior features include wide overhanging eaves with brackets and returns; asbestos siding; 2/2 paired windows; center entry with narrow transom; shed roofed porch with square posts; side enclosed shed-roofed porch.

Outbuildings: Frame, 1-story, 1-bay gable-front **garage** (C)(early 20th-century).

32 **224 Main Street.**

Contributing B6405 /L12 Photo #20

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 13

Frame, 2-story, 2-bay, flat-roofed dwelling with interior center chimney with brick stack.

Style: None

Date: Late 19th-century

Additional description: Exterior features include overhanging eaves, vinyl siding, 1/1 windows, hip roofed porch with square posts and metal railing.

Outbuildings: Frame, 1-story, 1-bay gable-roofed garage (C)(early 20th-century)

- 33 **222 Main Street.**
Contributing **B6405 /L13** **Photo #20**

Frame, 2-story, 3-bay, gable-front dwelling with interior center chimney with brick stack.

Style: Queen Anne influence

Date: Late 19th-century

Additional description: Exterior features include slate roof, modern siding, 2/2 sash windows, side 2-story bay window, 4/4 gable window, enclosed flat-roofed front porch; side and rear enclosed porch.

Outbuildings: Frame, 1-story, 1-bay gable-roofed garage (C)(early 20th-century)

- 34 **220 Main Street.**
Contributing **B6405 /L14** **Photo #20**

Frame, 2-story, 3-bay, gable-front dwelling with interior center chimney with brick stack.

Style: Queen Anne influence

Date: Late 19th-century

Additional description: Exterior features include modern siding, 2/2 windows, side 2-story bay window, enclosed shed-roofed front porch and side and rear enclosed porch.

Outbuildings: None

- 35 **218 Main Street.** MC1436-043.
Contributing **B6405 /L15** **Photo #19, 20**

Frame, 2-story, 3-bay, gable-front commercial building with two interior chimneys with brick stacks and rear 1-story gable-roofed appendage.

Style: None

Date: Late 19th-century; operated by Tony and Dan Moniero as an Italian restaurant c.1926 and later as a convenience store called "Tony's Silver Spark."

Additional description: Exterior features include stone foundation, vinyl siding, 1/1 windows, picture window, side 2-story bay window, shed-roofed porch with turned posts and enclosed corner section; glass and panel door.

Outbuildings: None

- 36 **214 Main Street.** MCHSS #1436-043
Contributing **B6405 /L16** **Photo #21**

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 14

Frame, 2-story, 2-bay, gable-front dwelling with interior center chimney with brick stack.

Style: Queen Anne

Date: Late 19th-century

Additional description: Exterior features include roof returns, vinyl siding, 1/1 sash windows; front bay window; side shed dormer; 2nd-story hexagonal tower with conical roof; hip-roofed front porch with small gable and turned posts; and glass and panel door.

Outbuildings: None

- 37 **210 Main Street.**
Non-contributing **B6405 /L17**

Frame, 2-story, 5-bay, gable-roofed dwelling with attached 2-story, 2-bay garage appendage.

Style: None

Date: Early 21st-century

Additional description: Exterior features include vinyl siding and sash windows.

Outbuildings: Frame, 1-story, 2-bay, gable-front garage. (Early 21st-century)(NC)

- 38 **3 Canal Street.**
Contributing **B6403 /L38**

Frame, 2-story, 2-bay, gable-roofed dwelling with interior center chimney with brick stack.

Style: None

Date: Early 20th-century.

Additional description: Exterior features include vinyl siding, 1/1 windows, side 2-story bay window, and hip-roofed front porch with square columns and railings.

Outbuildings: Small frame, 1-story, flat-roofed shed (NC)(20th-century).

- 39 **5 Canal Street.**
Contributing **B6403 /L37** **Photo #22**

Frame, 1-story, 3-bay, gable-front dwelling with exterior block chimney.

Style: None

Date: Early 20th-century

Additional description: Exterior features include 1/1 windows, paired windows in front gable; gable-front porch with square posts and solid railing; and glass and panel door.

Outbuildings: None

- 40 **7 Canal Street.** MCHSS #1436-043
Contributing **B6403 /L36** **Photo #23, 24**

Frame, 2-story, gable-front L-plan dwelling and interior chimney with brick stack; and rear, 1-story appendage.

Style: Italianate influence

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 15

Date: Late 19th-century. A dwelling identified as "A.R." appears on 1868 Beers Atlas. (A.R. likely refers to Allen Roberts, who owned several properties along the canal and conducted a store at the bottom of Plane #3.) The building does not appear on 1887 Robinson Atlas, but it is depicted on the 1899 canal survey and in a 1907 photograph.

Additional description: Exterior features include metal roof, vinyl siding, 1/1 windows with modern shutters, and wrap-around shed-roofed porch with square posts.

Outbuildings: Frame, 1½-story, gable-front wagon house (C)(Late 19th/Early 20th-century)

41 **28 Canal Street.**

Contributing B6405 /L1

Frame, 1½-story, gable-front dwelling.

Style: Craftsman influences

Date: c.1930

Additional description: Exterior features include clapboard siding, 1/1 windows, cross gables, and enclosed hip roofed front porch. Dwelling was constructed upon infilled Morris Canal prism.

Outbuildings: None

42 **32 Canal Street.**

Non-contributing B6405 /L2

Frame, 1-story, gable-front dwelling.

Style: None

Date: Mid 20th-century.

Additional description: Exterior features include vinyl siding, 2 bay windows, octagonal window in gable, concrete porch and glass and panel door. Dwelling was constructed upon in-filled Morris Canal prism, and a sleeper stone from the canal infrastructure survives on the property.

Outbuildings: None

43 **34 Canal Street.**

Non-contributing B6405 /L3

Frame, 1-story, gable-roofed dwelling with rear, 1-story addition with exterior fireplace with brick stack.

Style: None

Date: Mid 20th-century

Additional description: Exterior features include vinyl siding and paired casement windows. Dwelling was constructed upon in-filled Morris Canal prism.

Outbuildings: None

44 **Canal Street.**

Non-contributing

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 16

Morris County **bridge** #1000.

Date: Mid 20th-century

Description: Single lane concrete deck bridge with concrete railings carries Canal Street over Drakes Brook.

45 **Main Street.** MC1436-043.

Contributing **B7502/L7**

Site of "The Ledge."

Date: c.1905

Description: Originally built as a studio for artist Francis J. King, and later known as "The Musketeer Rendezvous," the building has been demolished. It was located on the rocky ledge at the north end of the lot. The level area south of the ledge was landscaped as a garden. The site features rubble stone walls and pillars.

46 **Main Street.**

Contributing **Photo #s 4, 9, 18, 20**

Two-lane **road** appears to follow the original alignment of the Morris Turnpike. Main Street is presently paved with asphalt and painted with a center line. There are no sidewalks and signage is minimal required for traffic control. The segment included extends from the western district boundary to the eastern district boundary.

Style: None

Date/History: The road, which was mentioned in a deed from 1751, was originally established by the Lenape. The route was incorporated into the Morris Turnpike in 1801.

47 **Emmans Road.**

Contributing **Photo #13**

Two-lane **road** paved with asphalt and painted with a centerline. There are no sidewalks and signage is minimal required for traffic control. The segment included extends from Main Street to the southern district boundary.

Style: None

Date/History: The road was laid out as a public road, two rods wide, in 1801 leading from Col. Jacob Drake's property south to Flanders, probably following a Lenape trail.

48 **Circle Drive.**

Contributing **Photo #5**

Two-lane **road** paved with asphalt, without painted center or sidelines. The road is partially curbed; signage is minimal required for traffic control. The segment extends from Main Street to the northern district boundary.

Style: None

Date/History: The road was constructed as part of the Dover Turnpike, which was com-

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 7 Page 17

pleted in 1804.

49 **Canal Street.
Contributing**

Photo #24

Two-lane **road** paved with asphalt, painted centerline, and minimal signage required for traffic control. The entire length of the road, from Main Street to Emmans Road, is included in the district.

Style: None

Date/History: The road was constructed in connection with the abandonment of the Morris Canal during the mid-late 1920s, along or adjacent to the alignment of the mule path that extended along the south side of the Morris Canal.

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.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria considerations

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

Property is:

- Criteria A-G with checkboxes and descriptions.

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):

- Documentation checkboxes: preliminary determination, previously listed, designated landmark, recorded by survey.

Areas of Significance

(Enter categories from instructions)

COMMUNITY DEVELOPMENT
ARCHITECTURE

Period of Significance

c. 1801 - c. 1935

Significant Dates

1801
1831
1885

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Unknown

Primary location of additional data

- Location checkboxes: State Historic Preservation Office, Other State agency, Federal agency, Local government, University, Other.

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 1

NARRATIVE SIGNIFICANCE

Summary Paragraph

The Ledgewood Historic District possesses significance under Criteria A and C in the areas of community development and architecture. In the area of community development, the district has significance as the embodiment of the small agglomerate settlements that developed in the region during the 18th and 19th centuries to serve the dispersed local population and, where favored by location, private travelers and commercial traffic moving over the early New Jersey highways and canals. The village also exemplifies the distinctive linear form that these agglomerate settlements typically assumed in proximity to important roads, turnpikes and canals. Growth in some of these villages, including Ledgewood, was thwarted when they were bypassed by transportation innovations elsewhere; in the case of Ledgewood, this occurred c. 1935 with the construction of New Jersey State Highway 10, which effectively preserved the district's historic character.¹ The district has architectural significance as an assemblage of modest, mostly 19th- and early 20th-century buildings, whose construction, form, detailing and spatial organization are representative of the rural region's vernacular architecture in that era.² The period of significance is from 1801, when work on the Morris Turnpike began, to c.1935, by which time the last significant residential construction was completed, and when construction commenced on a new highway that would bypass Ledgewood thereby stifling future growth.³

Community Development Significance

European settlement in the area around what became Ledgewood began in early decades of the 18th century. Although the surrounding Succasunny Plain had limited agricultural potential, the nearby hills contained substantial iron resources that drew pioneer industrialists to the vicinity. By the mid-1700's, a small settlement that would be known as Drakesville had been established along an existing road between Morristown and Newton, consisting of a mill and a tavern operated by Abraham Drake, who migrated from Piscataway, New Jersey.⁴ A church was established in 1756 just over a mile east of Drake's operation, at a location that would be known as Suckasunny. During the late 1770's, Drake's grandsons were operating a sawmill and a gristmill, and at least

¹ In 1935, Route 10 included the highway west of the Ledgewood Circle, which along with the original Dover Turnpike would later become part of Route 46 [New Jersey State Highway Department, *General Property Key Map, Route-10, Section-6, Succasunna to Lake Hopatcong Road*, Sheet 3, October 1933].

² Although not claimed in this nomination, the district also has significance in the area of transportation in connection with a section of the former bed of the Morris Canal, and in the area of commerce in connection with the King Store both of which are listed individually on the NJ and National Registers of Historic Places.

³ Through further research and physical investigation, it might be possible to uncover evidence that the Drake's Tavern, which was licensed in 1754, comprises some portion of the existing dwelling near the intersection of Main Street and Emmans Road (#21). In that case, a strong argument could be made to extend the period of significance back to that earlier date.

⁴ Morris County (MC) Deeds, B2, p. 177.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 2

one other business, a hat making shop, was in operation nearby.⁵ Prospects for commercial development were enhanced in 1801 with the chartering of the Morris Turnpike, which would incorporate the existing road through Drakesville and Suckasunny, firmly establishing an east-west settlement pattern. That same year, a new road was laid out from Drake's tavern south to Flanders.⁶ By 1808, a tannery was in operation about half a mile east of Drake's tavern and Drake added a store to his enterprise.⁷ In 1812, a second turnpike, the Dover Turnpike, constructed a new junction with the Morris Turnpike between Drake's tavern and the tannery. Commercial traffic fostered establishment of a tavern at the junction, another small node of development that further amplified the linear nature of the development pattern in the Drakesville vicinity. Around 1824, the route for the new Morris Canal was surveyed adjacent to the Morris Turnpike in the Drakesville vicinity, and two planes and a lock were planned for Drakesville.⁸ Canal construction accordingly stimulated a modest spike in residential and commercial development. Most significantly, no doubt in anticipation of the canal opening, the large new Crane & Woodruff general store was erected in c.1827 at a promising location opposite the basin of the canal planes at the east end of the village.⁹ In 1834, five years after the canal began operation, growth in Drakesville leveled off, with a dozen or so dwellings, a store and a tavern.¹⁰ Crane and Woodward's store closed around 1835.¹¹ The canal company suffered a series of financial setbacks beginning in the 1830s and faced a new challenge with the 1835 chartering of the Morris and Essex Railroad Company, whose route was completed in 1854 to Hack-ettstown, bypassing Drakesville.¹²

After several decades of declining business, canal traffic increased substantially during the 1860s, largely as a result of Civil War demands for coal and iron, and Drakesville provided general stores and blacksmith services at each end of the village. During what would be a relatively brief period of prosperity, Drakesville experienced a small surge of residential development and a Baptist church was constructed in 1874. Canal traffic dwindled again by the 1880s, and Drakesville's two small hotels were not well situated to benefit to any large degree from the burgeoning tourism industry at nearby Lake Hopatcong. Yet, one enterprising resident, Theodore King – who owned the former Crane and Woodruff store – profitably expanded his business interests during this period by adding transportation and commercial entities at Lake Hopatcong, and prospered

⁵ William Nelson, ed. *Extracts from American Newspapers, Relating to the State of New Jersey, Vol. III, 1779*. Trenton: John L. Murphy Publishing Co., 1906, p. 170.

⁶ Morris County (MC) Road Returns, B-72.

⁷ Ruthann Seraly and Frances Lyman, *Old Homes of Roxbury Township*, [Roxbury, NJ]: The Roxbury Township Historical Society, c. 1992, p. 40.

⁸ A photocopy of a survey map, purportedly drawn in 1824, in the Roxbury Historical Society archives, is similar to but not identical to an 1828 survey by Lorenza A. Sykes (*Maps and Field Notes of the Morris Canal Through the County of Morris, New Jersey*, 29 April 1828, New Jersey Archives).

⁹ MC Deeds, Book T2, p. 42.

¹⁰ Several sections of the canal were opened for local use in 1829; the canal was completed between Easton and Newark in 1831. [Wheaton J. Lane, *From Indian Trail to Iron Horse*, Princeton: Princeton University, 1939, p. 231] Thomas F. Gordon, *A Gazetteer of the State of New Jersey*, Trenton, NJ: Daniel Fenton, 1834, p. 132. In their 1844 history, Barber and Howe mentioned Drakesville only in passing as "a small village." [John W. Barber and Henry Howe, *Historical Collections of the State of New Jersey*, New York: Dover Publications, 1844, p. 401.

¹¹ Seraly and Lyman, p. 41.

¹² Lane, pp. 381, 382.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 3

from the new vacation industry. Reflecting his standing in the community, King built one of the largest houses in what was now called Ledgewood and elegantly remodeled his landmark store.¹³ Despite his prominence and his commitment to Ledgewood, there was little further economic growth in the village. However, the arrival of a trolley line in 1907 spurred a modest increase in residential development. Trolley service ended in 1927, and eight years later construction of a major new highway linking Morris and Essex counties bypassed Ledgewood, isolating the village and thwarting further development. The King Store was closed by this time, and two hotels on Main Street had burned, but several small businesses continued in operation, serving the Drakesville neighborhood. New commercial projects moved to the adjacent new highway. Additional residential development continued during the 20th century, mainly as modestly scaled infill projects.

Architectural Significance

As a result of its being bypassed around 1935 by a new state highway, Ledgewood has preserved much of its 19th- and early 20th-century character. The most distinctive historical element is the linear arrangement of its mainly mid 19th- to early 20th-century buildings along Main Street, their similarity in scale and form, and their spatial relationship to that road and to each other. Also important is the proximity of district buildings to the Morris Canal, which paralleled Main Street for a short distance in Ledgewood and was a major economic driver in the community during the 19th century. The district's contributing resources, mainly dwellings, but also including a church and a general store, are, in general, well preserved with relatively few modern alterations. Individually, their form, construction, detailing and siting provide a representative illustration of the rural region's essentially vernacular architecture in the 19th and early 20th centuries. Collectively they possess architectural significance as a cohesive grouping. Although buildings of individual architectural note within the district are relatively few, as a collection they are evocative of a hardworking rural community, and reflect the region's vernacular architectural traditions and stylistic preferences over a long period. As a group, they suggest some stagnation in the relative level of prosperity in the village as the nearby railroad and highway continued to take traffic – and commerce – away from the turnpike and canal. The relative similarity in scale and lack of pretension of the buildings provide visual clues about the cohesive nature of the community.

Dwellings like site #s 2, 6, 13, 20, 21, 25 and 31 exemplify the traditional house types and construction practices found in the region (photo #s 3, 7, 10, 15 and 17). The earliest houses in the district are simple, unadorned buildings that attest to the modest life of village residents during the period following the road improvements associated with the Morris Turnpike project. Three are located at the west end of the village at the intersection of Emmans Road (site #s 13, 20 and 21) and two are located near the east end of Drakesville (site #s 2 and 6). The Silas Riggs House (site #2; photo #3) previously listed, is a good example of a 1½-story, three-

¹³ Albert R. Riggs' 1878 will contains the earliest known mention of the King house. [Morris County (MC) Wills, Book O, p. 177]

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 4

bay house with gable roof known as an East Jersey Cottage, a form associated with English immigrants and common in the region, though not in Ledgewood.¹⁴ Its centrally located chimney is less common.

Houses such as site #s 1A, 5, 23, 26, 27, 39, and 40, (photo #s 1, 6, 14, 16, 22 and 23) are representative of the popular house types made accessible during the late 19th and early 20th centuries by pattern books and adapted by local builders to local tastes. The majority of the houses in the district were constructed in the second half of the 19th century and first decades of the 20th century, and many of these modestly scaled and largely unadorned variations of traditional or popular forms were probably the homes of the workers and small entrepreneurs whose livelihoods benefited from turnpike and then canal traffic. Though influenced by pattern books, the designs were modified by local builders to reflect the community's rural conservatism, the builders' limited technical skills, and/or the financial resources of their clients.¹⁵ According to architectural historian Robert P. Guter, such simplification resulted in "an original and satisfying local response to [popular] architectural strains. . . one can sense the strong cross currents between pattern book and vernacular impulses."¹⁶ Good examples include site #s 5, 23, 25, 39 and 40 (photo #s 6, 14, 15, 22 & 23).

Although many of the dwellings have little if any stylistic details, the influence of popular architectural styles can found in modest details added to vernacular forms. For example, houses like site #s 1A, 3, 16, 26, and 39 are essentially vernacular buildings of traditional or popular types that have been embellished with detailing associated with Greek Revival, Italianate, Colonial Revival, Craftsman or other styles current in the 19th and early 20th centuries (photo #s 1, 5, 12, 16 and 22). With its Italianate and Queen Anne details, the King House at #1A (photo #1; previously listed) stands out as the largest dwelling in the district – befitting the prosperous King family – and reflects changing tastes and multiple expansions during the long period of family ownership.

Within the category of non-residential architecture, the King Store (site #1B; photo #2; previously listed) is a particularly noteworthy example of an early 19th-century commercial building type that was later embellished with exuberant classically derived elements. It is also noteworthy as an example of the region's traditional masonry construction. As is frequently the case in rural communities, the Ledgewood Baptist Church is the most prominent building and, while not imposing in size, the Gothic Revival building is more stylized than any other building within the district (site #10; photo #8). Its distinctive cobblestone construction is an interesting local solution to an expensive building material.

Contributing to the collective significance of the district's buildings is the relatively small group of out-buildings, all of which are frame construction except a frame and stone icehouse. Included in this group is a late 19th-century wagon house (site #40); two privies (site #s 1B and 2); a 19th century shed (site #18); the late 19th-century ice house (site #1A) and four early 20th-century garages (site #s 27, 31, 32, and 33).

¹⁴ The c.1805 Silas Riggs House, inventory #2, was originally located nearby on Main Street east of Route 10. It was moved to its present location in 1962, when it was threatened with demolition. Its current site is adjacent to the King Store, which Silas Riggs' son owned and operated for many years.

¹⁵ Robert P. Guter, "Pattern Book Houses In Morris County, N.J." Columbia University, 1980, p. 78. (MMTPL)

¹⁶ Guter, p. 78.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 5

Historical Narrative

18th Century

European settlement of the Roxbury vicinity, a broad flat valley at the head of the South Branch of the Raritan River, called Succasunny by the Lenape, the Native Americans in the region, began in the early years of the 18th century. Drained by Drake's Brook, the sandy soil of the Succasunny Plain offered only poor to fair agriculture opportunities, but hills rich in iron ore bordered the plain on the northwest.¹⁷ Pioneer industrialists were attracted by iron resources as well as ample fuel and waterpower sites necessary to process the iron ore.¹⁸ Commissioned by the West Jersey Proprietors, John Reading surveyed in the vicinity, then part of Hunterdon County, as early as 1715 and acquired a tract of 538 acres in 1716 in what would be called Drakesville.¹⁹ Morris County was set off from Hunterdon in 1738, even though at that point "the population could have averaged hardly two persons to a square mile," according to county historians.²⁰ Roxbury was incorporated as the fourth township in the county two years later.²¹

By the middle of the 18th century, a small settlement was emerging along the existing road from Morristown northwest to Newtown, which was originally a trail established by the Lenape.²² Prominent early settlers in the locale, whose ethnic background was predominantly English, included Abraham Drake, born in Piscataway and descended from early immigrants to New England, and Constant King, who emigrated from

¹⁷ Peter O. Wacker, *Land and People: A Cultural Geography of Preindustrial New Jersey Origins and Settlement Patterns*, New Brunswick, NJ: Rutgers University Press, 1975, p. 128.

¹⁸ Annie Stelce Hosking and Harriet Meeker, *The History of Roxbury Township, Vol I*, Roxbury, NJ: The Roxbury Township Historical Society, c. 1965, p. 24. The bedrock exposed in the ridge overlooking Ledgewood is 0.5 - 1 billion year old Pre-Cambrian igneous granite and gneiss of the Reading Prong formation, which contains rich deposits of magnetite iron ore. The remains of the now abandoned High Ledge Mine – the mine in closest proximity to the historic district – are located in Morris Canal Park slightly west of the historic district. The High Ledge Mine was opened for several years during the late 19th century. [Email correspondence with Robert Morris, July 5, 2010.]

¹⁹ Hosking and Meeker, Vol. 1, p. 14. According to historian A. Van Doren Honeyman, the earliest land transaction in the Drakesville-Succasunna vicinity was one on May 15, 1713 by Peter Garbut and Francis Breck for 2,500 acres. However, the location of this tract is not known. [A. Van Doren Honeyman, *Northwestern New Jersey: A History of Somerset, Morris, Hunterdon, Warren and Sussex Counties*, New York: Lewis Historical Publishing Co., Inc., 1927, p. 364] Also in 1715, Reading "discovered" the iron mine that would be known later as the Dickerson Mine, the richest in the area, located several miles northeast of the Drakesville settlement.

²⁰ *History of Morris County, New Jersey, with Illustrations and Biographical Sketches of Prominent Citizens and Pioneers*, New York: W.W. Munsell & Co., 1882, p. 20.

²¹ Munsell, p. 21. At the time it was formed in 1740, Roxbury Township also included present day Mendham Township, Mendham Borough, Washington Township, Chester Township, Mount Olive Township, Mount Arlington, and Netcong.

²² According to historian Wheaton J. Lane, the winding Minisink Trail was a principal route of the Minsi sub-tribe of the Lenape (or Delawares) between the headwaters of the Delaware and shellfisheries along the coast. Native American routes were influenced by natural topography, preferring paths that ensured ease and directness and frequently following watercourses, such as Drake's Brook. [Lane, pp. 15+]

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 6

Long Island before 1753. In 1751 Drake bought 54 acres from the Proprietors that included a mill seat on a small tributary of the South Branch of the Raritan River in what would become Drakesville.²³ According to tavern license records, Abraham Drake operated a tavern during 1754 and 1755. In 1763, Drake left his lands and mill to his grandsons Abraham and Jacob, who were also named executors.²⁴ By then, Jacob Drake (1732-1823), had already taken over operation of the tavern, receiving licenses for most years during the period from 1756 to 1773.²⁵ At the outbreak of the Revolutionary War, Jacob Drake took a leading role as a member of the Committee of Observation and in 1775 was a member of the Provincial Congress.²⁶ He was appointed Colonel of the western battalion of the Morris County militia and later resigned his commission to serve in the first New Jersey legislature.²⁷ By 1778, a prosperous Jacob Drake owned 180 acres, three horses, eight cows and a riding chair (taverns were not taxed that year and therefore were not listed). Ratables for 1779 show Drake owning a sawmill and gristmill. By 1779, Constant King had established a "hattery shop" in the neighborhood according to an advertisement for a young apprentice who had run away, taking merchandise and materials.²⁸

In 1781 Drake acquired 120 acres, which was a portion of John Reading's original 538-acre tract.²⁹ By 1783 Drake had acquired an additional five-hundred-acre tract, which was referenced in another deed conveying eighty-two acres to him, bringing his total land holdings in Roxbury at the time to around 882 acres.³⁰ By then, Drake had married Esther Dickerson King, widow of George King, a son of Constant King.³¹ Col. Drake's house, which may have encompassed the tavern, still stands at 6-8 Emmans Road in Ledgewood, just south of the old turnpike road.

²³ Samuel Gardner Drake, *Genealogical and Biographical Account of the Family Drake in America*, George Coolidge, 1845, p. 59. In 1761, King's house and shop burned, with the loss valued at 500£. [Extracts from *American Newspapers, Relating to the State of New Jersey*, Vol. IV, 1704-1775, p. 562]

²⁴ Harriet Stryker-Rodda, *Some Early Records of Morris County, New Jersey, 1740-1799*, New Orleans: Polyanthos, 1975, p. 15. Abraham Drake (d. before 1759) had four sons, Nathaniel, Abraham (d. before 1759), Jacob, and Elisha, all of who were also born in Parsippany. The younger Abraham had sons Abraham (1730-1806), Col. Jacob (1732-1823), Hezekiah, and Silas. Documents from the period refer variously to Col. Jacob Drake, Jacob Drake Jun., Jacob Drake the 3rd, and Jacob B. Drake. Evidently, Col. Jacob Drake was also known as Jacob Drake Jun., and Jacob B. Drake was his son. Jacob Drake the 3rd was a son of Col. Drake's brother, Abraham. [Drake, pp. 56+]

²⁵ Stryker-Rodda, p. 15. Tavern license applications were submitted by "Jacob Drake Jr." and "Jacob Drake." Both names likely refer to the man who would later be commissioned as a Colonel.

²⁶ Francis E. Woodruff, *The Woodruffs of New Jersey*, New York: The Grafton Press, 1909, p. 117; Munsell, p. 25. Abraham Drake's 1751 return, recorded in Perth Amboy in Book S3, p. 158, is referenced in Morris County (MC) Deeds, Book B2, p. 177.

²⁷ Munsell, p. 25.

²⁸ Nelson, ed., p. 170. The location of the hattery shop is not known.

²⁹ MC Deeds, Book O, p. 53.

³⁰ The tract was referenced in a 1783 deed. [MC Deeds, Book O, p. 58].

³¹ Jacob's first wife was Charity Young, who died in 1776, with whom he had one child, Rachel. Jacob and his second wife, Esther, had six children: Clarissa, who married Dr. Ebenezer Woodruff; Jacob B., born 1786; George King, born 1788; Mary, born 1795; Silas, born 1790; Peter, born 1792; and Eliza, born 1794, who married Dr. Absalom Woodruff. [Woodruff, p. 117; Drake, p. 59]

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 7

By this time, another small settlement, which would be known as Suckasunny, had been established along the same road just over a mile southeast of Jacob Drake. Also part of Roxbury Township, Suckasunny was an extension of the linear settlement pattern along the increasingly important east-west transportation route and evidence of increasing population in the vicinity. A Presbyterian Church, the first in the neighborhood, was organized there by 1760,³² and Cornelius Slaight conducted a tavern there according to tavern licenses from 1774, 1775 and 1777.³³ Drakesville and Suckasunny would remain distinct settlements.

19th Century

A map published in 1795, which depicts such places as Newtown (Newton), Sparta, and Rockaway in the vicinity of Lake Hopatcong, does not show any settlement in the vicinity of Drakesville (or elsewhere in Roxbury Township), suggesting that a significant hamlet had not yet coalesced.³⁴ A road return from 1801 for a new two-rod road leading south from Jacob Drake's house (today's Emman's Road) undoubtedly enhanced commercial development at that intersection.³⁵ Most importantly, commercial development was spurred during this period by the chartering of the Morris Turnpike in 1801, which incorporated the existing east-west road through the Drakesville neighborhood.³⁶ The first section of the turnpike, between Elizabethtown and Morristown, was completed by 1810; the western sections were completed shortly after, with considerable portions of the roadbed constructed of crushed stone to a width of twenty feet.³⁷ A second turnpike, the Dover turnpike incorporated in 1812, extended west from Rockaway, intersecting the Morris Turnpike a quarter-mile east of the road to Flanders.³⁸ This new intersection – at present-day Circle Drive – would be the impetus for the establishment of a secondary commercial center east of Drake's house, further encouraging the linear development pattern that was beginning to take shape along the turnpike in the Drakesville vicinity. The new turnpike junction was just under a mile west from the Suckasunny hamlet, where a post office had been established in 1808.³⁹

By 1805, Silas Riggs (1779-1847), a tanner from nearby Mendham, had moved to the Drakesville vicinity, perhaps in anticipation of the growth of the iron industry in the area that would create a demand for leather

³² The exact date of the Church's organization is unclear. A deed for a one-acre parcel for a church and burial ground was conveyed by James Parker in 1756. [Munsell, p. 367]

³³ Seraly and Lyman, p. 112.

³⁴ *The State of New Jersey Compiled from the Most Authentic Information*, 1795, Library of Congress, accessed at mapmaker.rutgers.edu.

³⁵ Morris County (MC) Road Returns, B-72. The road return does not mention a tavern.

³⁶ Lane, p. 146.

³⁷ Lane, p. 147.

³⁸ Annie Stelce Hosking and Harriet Meeker, *The History of Roxbury Township, Vol. II*, Roxbury, NJ: The Roxbury Township Historical Society, 1976, p. 15.

³⁹ John L. Kay and Chester M. Smith, Jr., *New Jersey Postal History*, Lawrence, MA: Quarterman Publications, Inc. 1977, p. 104.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 8

pouches used to carry the iron ore from nearby mines to forges. In 1808 Riggs was taxed on eighty acres and one tanyard; by 1822 he had seven tanning vats on thirty-five acres of land, located about a half-mile east of Col. Drake.⁴⁰ Another early family at the east end of the Drakesville neighborhood was that of Ebenezer Woodruff, who first appears in the 1805 tax ratables. In 1805, Dr. Ebenezer B. Woodruff (1777-1852), a son of Dr. Hezekiah Stites Woodruff of Mendham, married Clarissa Drake, elder daughter of Col. Jacob Drake, which established a strong connection between these two prominent families.⁴¹ Woodruff purchased 42.75 acres from Col. Drake in 1808.⁴² Several years later, Woodruff's younger brother, Dr. Absalom Woodruff (1791-1850), arrived to join the medical practice. In 1814, Absalom married Col. Drake's youngest daughter, Eliza. Absalom Woodruff and his family lived on the turnpike in Succasunna, in the dwelling where Cornelius Slaight previously conducted a tavern.⁴³

Jacob Drake continued to acquire land in Roxbury into the early years of the 19th century, although it appears that he was no longer operating a tavern.⁴⁴ According to the 1810 tax ratables, he owned 950 acres.⁴⁵ Around then he began to convey parcels to his sons, Jacob B., George K., Peter and Silas, including much of the land along the main street of Drakesville.⁴⁶ By 1809, Jacob B. Drake was conducting a store along the turnpike and in 1810 Jacob Drake III was taxed on a saw and gristmill in further evidence of commercial development in the Drakesville vicinity that was fueled by turnpike traffic.⁴⁷ A sheriff's deed from that year describing property seized from William G. Lewis and sold to George K. Drake, another son of the Colonel, provides several more clues about the nascent turnpike hamlet, with references to Drake's store and an existing mill:

[The property was] near Jacob B. Drake's store, bounded by lands of Jacob Drake and Jacob Drake 3rd . . . the first tract beginning at the Northwest corner of a bridge in the Morris and Sussex turnpike road across the branch leading into the Mill pond belonging to . . . Young.⁴⁸

The millpond owner's first name is not given in the deed; however, it very likely was Abijah Young, who later purchased land from Col. Drake.⁴⁹ An 1818 deed from Ebenezer B. Woodruff to Jacob B. Drake, for a small lot

⁴⁰ Seraly and Lyman, p. 40; Acroterion, *Morris County Historic Sites Survey*, [Morristown, NJ]: Morris County Heritage Commission, 1987, #1436-042.

⁴¹ Seraly and Lyman, p. 38. In 1806, the will of Abraham Drake, brother of Col. Jacob Drake, was witnessed by Col. Drake and Ebenezer Woodruff. [Elmer T. Hutchinson, ed., *Documents Relating to the Colonial, Revolutionary and Post-Revolutionary History of the State of New Jersey First Series, Vol. XL*, Trenton: MacCrellish & Quigley Co., 1947, p. 108]

⁴² MC Deeds, Book Z, p. 313.

⁴³ Seraly and Lyman, pp. 38 & 112.

⁴⁴ 1803 Roxbury Township Tax Ratables.

⁴⁵ 1810 Roxbury Township Tax Ratables.

⁴⁶ MC Deeds, Book L2, p. 216

⁴⁷ 1809 and 1810 Roxbury Township Tax Ratables. Jacob Drake III was evidently a nephew of Col. Drake.

⁴⁸ MC Deeds, Book L2, p. 425.

⁴⁹ The genealogy of Abijah Young is not clear; however, the Drake and Young families were closely related. Three Young siblings (children of Morgan Young and Elizabeth Mills) married three Drake siblings (children of Abraham Drake and

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 9

“being part of the land contained in the pond lately raised by the parties of the first and second part for the purpose of building a sawmill which is now completed,” seems to suggest a second sawmill and a second mill pond were constructed in addition to the one owned by Young.⁵⁰ The transaction provides further evidence of increasing commercial activity in the neighborhood.” In 1818, the west end of the settlement had a store and one or two millponds serving at least two mills, but the early tavern had evidently closed. In 1819, 254 acres of Col. Jacob Drake’s land west of present day Emmans Road that included a sawmill and gristmill were sold at a sheriff’s sale to Abijah Young to settle his debts. Young continued his acquisition of property at the west end of Drakesville over the next decades, adding a general store and six houses along the turnpike.⁵¹

George K. Drake purchased 121 acres along the Morris and Sussex Turnpike from his father, Col. Jacob Drake, for \$2,300 in 1818.⁵² George Drake’s purchase may have been an effort to help his elderly father, who was experiencing financial difficulties. Although the metes and bounds description in the deed is somewhat vague, the parcel seems to have included the site of the future King Store at the east end of the district.⁵³ A year later, George Drake’s brother, Jacob B. Drake, placed an advertisement for the sale of Col. Drake’s tavern in the *Morristown Palladium of Liberty*, more evidence of their father’s financial hardship:

Tavern Stand For Sale. The subscriber offers for sale, on reasonable terms, that valuable Tavern Stand formerly occupied by Col. Jacob Drake, at the head of Suckasunny Plain, in the county of Morris. It is considered to be the most eligible stand between Morris-Town and the Sussex Court House, being nearly midway between them on the Morris and Sussex turnpike road. Jacob B. Drake.⁵⁴

Another advertisement for Drake’s tavern, store house and mills appeared in 1820 and contained additional information about the hamlet, stressing its convenient proximity to iron resources:

For Sale. That Noted Tavern Stand formerly occupied by Col. Jacob Drake. . . The house is large and with a little repairing would be well adapted to the accommodation of travelers. . . Also a New and Valuable Store house and Saw Mills, near the tavern house. . .Also, a tract of about four hundred and

Elizabeth Lindsley) during the late 18th century: Col. Jacob Drake married Charity Young; Abraham Drake married Ann Young; and Miriam Drake married William Young. “Descendants of Young” at <http://familytreemaker.genealogy.com>

⁵⁰ MC Deeds, Book K2, p. 520. On an 1853 map, the Young’s millpond and mill operation are depicted slightly west of the road south to Flanders (Emmons Road), west of the district. [J. Lightfoot and S. Geil, *Morris County, New Jersey From Original Surveys*, Morristown, NJ: J.B. Shields, 1853]

⁵¹ Seraly and Lyman, p. 32.

⁵² MC Deeds, Book L2, p. 216.

⁵³ George K. Drake, who was living in Morris Township at the time of this purchase, graduated from Princeton in 1811 and was apparently engaged in a successful law practice in Morristown by 1816. Drake served as a member of the New Jersey Assembly from 1823 to 1826 and was appointed to the New Jersey Supreme Court in 1826, where he served until 1834. [*General Catalogue of Princeton University, 1746-1906*, Princeton, NJ: Princeton University, 1906, p. 120]

⁵⁴ *Morristown [NJ] Palladium of Liberty*, March 4, 1819, p. 3, accessed at Morristown-Morris Township Public Library (MMTPL).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 10

fifty acres of wood land, near the above, bordering on Suckasunny Plains, and extending within about two miles of the Iron works at Brooklyn and Stanhope. . . Jacob B. Drake.⁵⁵

Although the cause of Col. Drake's financial trouble is unknown, the area's economy suffered during this period, as numerous charcoal-fired forges and furnaces fell into disuse as they became handicapped by dwindling forests and a lack of cheap transportation to get iron products to market.⁵⁶ Also, following a brief economic expansion after the War of 1812, the national economy suffered a series of setbacks that led to a major downturn in manufacturing, and culminated in the banking panic of 1819. The hard times, including plummeting land values and high unemployment, lasted three to four years.⁵⁷ By 1823, thirty-nine of the county's ninety-three forges had shut down.⁵⁸

Col. Jacob Drake died in 1823, coincidentally just a year after George P. McCulloch of Morristown conceived of an ingenious canal system across New Jersey from Easton to Newark, which would bring dramatic changes along its route.⁵⁹ The canal, which followed a mountainous route across the state, was made possible by an innovative series of inclined planes that could surmount elevation changes too great for traditional locks. The Morris Canal and Banking Company was chartered in 1824 and surveys in c.1824 and 1828 depict the route of the canal paralleling the turnpike through Drakesville.⁶⁰ From west to east the route bisected land owned by Abijah Young (location of Plane #2E), Septimus King, Levi Eames, Dr. Ebenezer Woodruff; Nathaniel Kerne (location of Plane #3E), George K. Drake (location of a lock and plane basin), and Silas Riggs, the tanner.⁶¹ At the time of the survey, which depicts as least some of the buildings in the vicinity of the canal route, most of the development within the district had occurred near the intersection of the road to Flanders.

Many entrepreneurs would exploit favorable locations all along the route of the canal. Work on the canal began in July 1825, reportedly on land owned by Silas Riggs, who subsequently would take advantage of his propitious location along the canal and acquire three canal boats. Riggs' Federal style house, known as "Colonial Hall," was built around the time the canal was constructed and likely reflected an increase in prosperity for the successful tanner and canal boat operator.⁶² In another canal-related development, a deed dated April 29, 1826, conveyed a 0.82-acre lot opposite the route of the canal, "lying a little below the junction of the Dover Turnpike road with the Morris and Sussex turnpike" from George K. Drake to Obadiah Crane and Absalom Woodruff for

⁵⁵ Morristown [NJ] Palladium of Liberty, March 2, 1820, p. 3, MMTPL.

⁵⁶ Munsell, p. 68; Lane, p. 225.

⁵⁷ Daniel Walker Howe, *What Hath God Wrought: The Transformation of America, 1815-1848*, Oxford: Oxford University Press, 2007, p. 143.

⁵⁸ Barbara N. Kalata, *A Hundred Years, A Hundred Miles*, Morristown, NJ: Morris County Historical Society, 1983, p. 43.

⁵⁹ Munsell, p. 25.

⁶⁰ Unidentified c.1824 survey, Roxbury Historical Society archives; Sykes, 1828.

⁶¹ Sykes. The lock planned for Drake's land was actually constructed slightly east, on land owned by Silas Riggs.

⁶² Seraly and Lyman, p. 46. "Colonial Hall" was located east of the district and burned in 1999.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 11

\$250.00.⁶³ This lot would be the site of the King Store, though the modest purchase price suggests that no store existed at the time. It would have been logical for George K. Drake to take advantage of an offer from Woodruff (his brother-in-law) and Crane to purchase the conveniently sited parcel. Drake had not lived in Drakesville for many years, and was by then serving on the New Jersey Supreme Court. In July 1826, he had acquired forty-two acres along the turnpike, evidently for speculation.⁶⁴ Woodruff and Crane were undoubtedly eager to capitalize on a promising location at the intersection of two established turnpikes and opposite a canal basin that was favorably positioned between a double plane and a lock, where the boatmen could be expected to tie up and seek food and supplies.⁶⁵ Two months after Crane and Woodruff acquired the store lot, Dr. Ebenezer Woodruff added to his land holdings with the acquisition of a nearby 2-acre lot from George Drake; the deed contains a reference to an adjacent tavern lot that had recently been conveyed to Septimus King, another sign of interest in the business potential of the location.⁶⁶ Ebenezer's property included a site next to the canal that would be developed as "Woodruff's Basin."⁶⁷

George Drake advertised land for sale in April 1827, emphasizing the anticipated business potential along the canal. The notice included a good description of what was then being called Drakeville:

130 Acres of Land For Sale. The subscriber expecting soon to remove from the county of Morris is induced to offer for sale, at low prices, his lands, situate [sic] at the junction of the Dover, Morris and Sussex turnpike roads, and on the Morris Canal, at Drakeville, in said county. They will be sold together, or in such parcels as purchasers may desire Convenient lots for building, may be had lying between the turnpike gate and Septimius King's tavern. This place possesses great advantages, in its schools, regular preaching on the Sabbath, daily mails and stages, physicians, cheapness of fuel, and many other particulars; and it is the natural and most easy point of communication with the canal, for a large and populous district of country, comprehending the townships of Roxbury, Chester, Washington, and part of Mendham and Randolph. These circumstances render it an eligible location for men of business, calculating to settle along the canal.⁶⁸

⁶³ MC Deeds, Book T2, p. 42. The *King Store and Homestead National Register Nomination* repeats an assertion contained in an unidentified c. 1912 clipping in the Roxbury Rotary Club archives that the King Store was built by "Woodruff and Hopkins." [Ruthann Seraly, *King Store and Homestead National Register Nomination*, 1993, p. 8-4] No information about Hopkins as a store proprietor has been uncovered; however, an 1853 map depicts the "S.P. Garrison's Hotel by Hopkins" on the north side of the main road at the intersection of Emmons Road. [Lightfoot and Geil]

⁶⁴ MC Deeds, Book T2, p. 37.

⁶⁵ Crane and Woodruff's store lot was located across the road from the basin at the foot of the double plane (Plane Nos. 2E and 3E) and several hundred feet west of the Lock No. 1E. The numbering system for the locks and planes proceeded east and west from Lake Hopatcong, initially the source of all water for the canal.

⁶⁶ MC Deeds, Book T2, p. 42.

⁶⁷ *Morristown [NJ] Jerseyman*, June 21, 1827, p. 3, MMTPL.

⁶⁸ *Morristown [NJ] Palladium of Liberty*, April 24, 1827, p. 3, MMTPL. Similarly, an advertisement published July 4, 1827 in the *Paterson Intelligencer* was to sell twenty or more building lots at the foot of the inclined plane in Rockaway, particularly recommended to "Mechanics and Merchants." And an ad published in the same newspaper on September 12, 1827 extolled the village of Dover, "which is now springing into existence, in consequence of the Canal." [Kalata, pp. 113, 114]

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 12

By this time, canal construction was well underway and the walls of Drakesville Plane No. 3E had been laid.⁶⁹ One month later, a notice published in the Morristown *Palladium of Liberty*, stated, "All Persons indebted to E.B. & A. Woodruff . . . are now called upon to settle the same without delay".⁷⁰ The clear implication was that Absalom and Ebenezer Woodruff were dissolving their joint medical practice, now that Absalom had gone into partnership with Obadiah Crane.

The notice regarding settlement of the Woodruffs' accounts was followed a month later by an impressive advertisement for Crane and Woodruff's new establishment, which evidently was built between April 1826 and June 1827:

Drakeville Store. Crane & Woodruff. Have erected a large and convenient storehouse at Drakeville, head of Succasunny Plains, opposite Woodruff's Basin, on the Morris Canal, and have just received and now offer to their customers and the public, an extensive assortment of Seasonable and Fashionable Goods . . . [etc.]⁷¹

What followed was an extensive list of merchandise and services, including groceries, hardware, crockery, drugs and medicines, leather and skins, tailoring, and country produce. The advertisement provides strong evidence that the store was constructed during the fourteen-month period between April 1826, when the lot was purchased, and June 1827, when the advertisement was published.

According to an 1827 map of the Morris Canal, prior to the opening of the canal Drakesville was roughly the size of neighboring hamlets along the canal, Dover to the east and Stanhope to the west.⁷² The map depicts "Drake's Ville" with four unidentified buildings along the Morris-Sussex turnpike road, perhaps the new store, the nearby tavern, and two buildings on Ebenezer Woodruff's basin property. The canal was finally completed between Easton and Newark in late 1831. Canal boats took five days to complete passage along the initial ninety-mile route.

Judge Drake persisted in his efforts to sell his father's property, and in 1832, he sold the sawmill lot, which included improvements and water rights in addition to the sawmill, to the Morris Canal Co. for \$800.⁷³ Unfortunately, the canal did not produce the anticipated economic boom in the area due to several challenges

⁶⁹ Kalata, p. 125.

⁷⁰ *Morristown [NJ] Palladium of Liberty*, May 16, 1827, p. 3, MMTPL.

⁷¹ *Morristown [NJ] Palladium of Liberty*, June 21, 1827, p. 3, MMTPL.

⁷² *Line of the Morris Canal, New Jersey*, New York: Imbert's Lith., 1827, Rutgers University Special Collections.

⁷³ Kalata, p. 235. The relationship between the Morris Canal Company and mill seats adjacent to the canal was a controversial one that involved the Society for the Establishment of Useful Manufacturers, which had been chartered in 1791 to found a new industrial city along the Passaic at Paterson. The companies had conflicting riparian rights along the same waterways, and also competed for adequate water flow from various Passaic tributaries. The erection of mill seats by the Canal Company was seen as underhanded attempt to undermine Paterson's industries. [Kalata, pp. 175+]

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 13

faced by the canal company during the 1830s and early 1840s. There were insufficient boats in operation during the initial years, and the canal could not meet the immediate traffic demands. On their eastward trip, the boats carried coal, iron, lime, and wood, but boats heading west were typically empty, creating an operating expense.⁷⁴ Passenger traffic – hampered by the slow rate of travel – produced little revenue.⁷⁵ Canal revenue was far short of expectations. As part of an effort to put more boats on the canal, three new boats were built in Drakesville by an unknown builder in time for the 1834 season.⁷⁶ Tonnage increased in 1834 and additional state financing was secured in 1835, at a time of financial boom in the country. Unfortunately, speculation and irregular financial transactions rather than transportation characterized the activities of the canal company during 1836. A panic in 1837 was followed by a widespread depression brought the company to bankruptcy. In 1844, the canal was sold at foreclosure and reorganized as The Morris Canal and Banking Company of 1844, which gave its sole attention to transportation. In order to compete more effectively with the Delaware and Raritan Canal for through coal traffic, the waterway was enlarged and the inclined planes were remodeled over a period of years. In Drakesville, Planes 2 and 3 were rebuilt to accommodate larger boats in 1856.⁷⁷ Additionally, one hundred new boats were purchased. In contrast to the early canal boats, which were operated by private owners, the new boats were rented, with opportunities for purchase over time. Tonnage increased steadily after 1845 until another panic in 1857, after which the upward trend resumed.

The long-term economic impact of the canal on Drakesville turned out to be relatively modest. Several sections of the canal were opened for local use in 1829.⁷⁸ By 1834, the hamlet was essentially unchanged in size from that depicted on the 1827 canal survey, according to Thomas Gordon's gazetteer published that year that included a brief entry about Drakesville. It reported that the hamlet was "On the turnpike road leading from Morristown by Stanhope furnace, 12 miles N.E. from the former, and upon the Morris canal; contains a tavern, a store, and from 12 to 15 dwellings."⁷⁹ Nevertheless, there were small signs of an increase in settlement. In 1836, the first school opened.⁸⁰ Initially conducted in a cooper's shop, in 1838 it was moved into a new school-house.⁸¹ Yet, in 1844 Drakesville rated only the briefest mention in the entry for Roxbury Township included in John W. Barber and Henry Howe's *Historical Collections of the State of New Jersey*:

Roxbury Twp. has 9 stores, 1 forge, 2 fulling, 2 grist mills, 1 woollen factory, 1 tannery, 1 pottery. . . Drakesville, on the Morris canal, . . . Suckasunny. . . is a small village in the E. part of the township.⁸²

⁷⁴ Hosking and Meeker, Vol. 1, p. 43.

⁷⁵ Lane, p. 234.

⁷⁶ Kalata, p. 265.

⁷⁷ Kalata, p. 422.

⁷⁸ Lane, p. 231.

⁷⁹ Gordon, p. 132.

⁸⁰ Munsell, p. 69.

⁸¹ Munsell p. 366; Joseph Tuttle, *Centennial Collections of Morris County, 1776-1876*, p. 50.

⁸² Barber and Howe, p. 400.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 14

By comparison, nearby Dover to the east had become a sizable manufacturing center with an abundance of waterpower to run its numerous iron works, and was a destination for many canal boats.⁸³

Lacking a manufacturing economy, Drakesville would continue in its role as a service center for the neighborhood and through traffic, with the canal offering relatively limited opportunity for commercial development. In 1833, Absalom Woodruff's partner, Obadiah Crane, who was then living in Sussex County, sold the .82-acre store lot to Israel Crane of Bloomfield for \$800, a substantial increase in price over the \$250 paid in 1826.⁸⁴ No document conveying Absalom Woodruff's share of the store lot has been found, but it seems clear that the Crane and Woodruff partnership had been dissolved by 1833. According to local traditions, despite traffic on the newly opened canal, the store was abandoned in 1835, whereupon "it was unoccupied for nearly two years except as a shelter for the Sheep which ran loose about town."⁸⁵ Sometime before 1844, the store lot was sold again to John Blackburn of New Providence who subsequently sold the store lot and a small parcel bordering the canal basin for \$1,400 to Peter P. Brown of West Milford.⁸⁶ Just two years later, the two lots were sold again, to George H. Doremus of Newark, this time for \$2,000.⁸⁷ These conveyances between non-residents document a continuing increase in property value and were likely transactions by investors who rented the building to a storekeeper. This was during a period of increased tonnage on the canal. In 1847, shortly after the death of canal boat operator Silas Riggs, his son Albert purchased the store lot for \$2,000.⁸⁸ Albert and his family moved into his father's substantial residence, "Colonial Hall," on the south side of the turnpike, less than a quarter mile east of the store.⁸⁹ Signaling the growing importance of the village as a service center, the Drakesville post office was established in 1850 at the west end of the village, and was used as a polling place.⁹⁰

The middle decades of the 19th century brought numerous changes to the area, not all of them beneficial to Drakesville. Canal traffic increased during the period, undoubtedly boosting revenue at Riggs' store and other local businesses. However, increasing competition from expanding railroad lines would have a greater negative

⁸³ "Dover has 2 rolling-mills, 1 chest for converting steel, 1 foundry and turning-lathes, machinery for the manufacture of spikes, rivets, nails, &c., 1 forging-shop with triphammers, 1 circular saw, 4 blacksmiths, 3 wheelwrights, 2 canalboat yards, 1 saddler, 1 watchmaker, 1 cabinetmaker, 3 shoemakers, 1 tailor, 4 stores, 3 groceries, an academy, 2 churches, and about 400 inhabitants. When in full operation the iron-works employ about 50 men." Barber and Howe, p. 400.

⁸⁴ MC Deeds, Book Q3, p. 279. The relationship, if any, between Obadiah Crane and Israel Crane has not been determined.

⁸⁵ *Ledgewood Gala Day Souvenir Program, 1915*. There may be some truth to this story. It was in 1835 that Dr. Absalom Woodruff received "a hurry call" to return to Mendham, where he had grown up, to take the place of a retiring physician there. And, according to family tradition, "through the fault of others he lost heavily on an investment, but otherwise he prospered." [Woodruff, p. 80] Perhaps the story of Woodruff's abrupt departure and his failed investment were connected to his partnership in the store venture.

⁸⁶ MC Deeds, Book G4, p. 79.

⁸⁷ MC Deeds, Book I4, p. 538.

⁸⁸ MC Deeds, Book L4, p. 206.

⁸⁹ Seraly and Lyman, p. 47. The site of Colonial Hall, which was later demolished, is outside the district.

⁹⁰ Kay and Smith, p. 99; Hosking and Meeker, p. 160. Drakesville Station was later renamed Mt. Arlington.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 15

impact on the canal than earlier financial panics. The Morris and Essex Railroad Company, which was incorporated in 1835, was completed to Phillipsburg in 1861. Tracks were completed to Dover in 1848, an event that directly enhanced that town's continued economic development.

Drakesville was not as fortunate and experienced only limited direct economic benefit from the railroad. The route west from Dover located the railroad several miles away from Drakesville, a distance that would create a serious impediment to future commercial development in Drakesville. Tracks were completed through the area in 1853. A map of Morris County published that year provides a snapshot of the hamlet. It shows the railroad route well north of Drakesville and a new road (now called Ledgewood Mt. Arlington Road) leading north from the village toward the railroad, where Drakesville Station would be established.⁹¹ Though lacking in detail, the map also shows the extent of development in the village. At the west end of the main street is the house of Drakesville's first postmaster, Richard Salmon, Abijah Young's saw and grist mills at the millpond, and "S. P. Garrison's Hotel by Hopkins" facing the intersection of the road to Flanders. Further east, at the intersection of the Dover turnpike with the Morris and Essex turnpike, is Albert Riggs' Store and Dr. E. B. Woodruff. In 1854, Albert Riggs paid \$200 for a one-acre lot next to his store lot.⁹² The purchase likely reflected a period of improved prosperity in Drakesville, when canal traffic steadily increased, or at least a personally prosperous time for Riggs. The expansion of the Drakesville schoolhouse in 1856 is certainly evidence of a population increase.

Although not on the canal, the village of "Succasunny" – located barely a mile east from Drakesville – appears on the map to be more densely developed and have a greater number of businesses, despite being bypassed by the canal. Undoubtedly, Drakesville's close proximity to Succasunna, whose post office had been established several decades before Drakesville's post office, and where a second church was added in 1850, created competition that siphoned off potential growth.

The Morris and Essex Railroad finally reached the Delaware River at Phillipsburg in 1865. A train could make the journey across the state in eight hours, in contrast to the five days via the canal, and ran all year, including winters when the canal was frozen.⁹³ Yet, despite the relentless rivalry from the railroad, the decade of the 1860s was the most prosperous period for the Morris Canal, as a consequence of increased activity in the coal and iron industries during the Civil War.⁹⁴ The year of greatest prosperity was in 1866, when tonnage was 889,220, after which tonnage fell off.⁹⁵ An 1868 atlas shows developments in the linear commercial development along the main road through the village. Numerous canal company buildings are depicted along the canal, as well as A. Robert's store on the south bank. At the west end of the village are Theodore E. Young's two mills and a combined store/post office. Opposite the road to Flanders is Jeremiah Baker's Hotel. At the east end of the village is J. J. Drake's blacksmith shop, Albert Riggs' store, and, on the opposite side of the road, a carpentry

⁹¹ Lightfoot and Geil.

⁹² MC Deeds, Book D5, p. 578.

⁹³ Lane, p. 245.

⁹⁴ Lane, p. 244.

⁹⁵ Lane, pp. 236-245; Kalata, p 499.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 16

shop Riggs owned.⁹⁶ Riggs was appointed postmaster in 1869, the year after the atlas was published, and he served in that capacity until 1882. Several new family names appear on the 1868 Drakesville detail. Ralph Cary occupied the house west of Baker's hotel, and would soon acquire the Youngs' saw and grist mills.⁹⁷ William Scheer (1817-1885), an immigrant from Germany, had acquired much of the land south of the turnpike between the road to Flanders and the Dover turnpike. Over the next few decades, Scheer and his descendents would build and/or occupy most of the houses on the south side of the turnpike and two houses on the Dover Turnpike (what is now Circle Drive).⁹⁸

To the southeast, Succasunna's growth had somewhat outpaced that of Drakesville, according to the 1868 atlas, which depicts a steam gristmill and a depot on the new Chester Branch Railroad. And by 1868, McCainsville, which had developed north of Succasunna at the intersection of the Dover Turnpike, appears comparable in density to Drakesville.

In an effort to compete with the railroad, the canal reduced its tolls in 1867; however, by 1870 it had run into financial difficulties again. The canal was leased to the Lehigh Valley Railroad in 1871, but tonnage on the canal continued to decline as new railroad lines were developed. Yet even in the face of the canal's bleak prospects, there were signs of economic vitality in Drakesville. In May 1873, Thomas King's son, Theodore Frelinghuysen King (1843-1928), married Albert Riggs' daughter, Emma Louisa Riggs (1844-1925), merging two long established and prominent Drakesville families. In November of that same year, Albert Riggs deeded the store lot and the one-acre lot next door to his daughter.⁹⁹ Thomas King was conducting a "country store" in Drakesville by 1873, and his son worked with him, making Theodore a good choice to take over Albert Riggs' store.¹⁰⁰ Presumably, the newlyweds constructed their new house shortly after the house lot was deeded to Emma and before the birth of their first child in 1876. The house was certainly built by 1878, when it was referenced in a will written by Albert Riggs.¹⁰¹ Constructed in the fashionable Italianate style, the house symbolized the modernity and prosperity of its young owners – despite the declining canal business.

A business directory published in 1873 provides clues about commercial activity in the Drakesville vicinity at the time. In addition to the King and Riggs stores, listings include Jeremiah Baker's hotel; general stores conducted by N. H. Decker and John G. Jackson; a country store conducted T. E. Young; a canal store owned by Allen Robert; W. A. Stephens, builder; and Peter Barth, a blacksmith.¹⁰² The directory also lists the Giant

⁹⁶F.W Beers, A.D. Ellis and G.G. Soule, *Atlas of Morris County, New Jersey*, New York: 1868. Although the atlas showed a building located west of the store, nothing had been built yet on the 1-acre lot adjoining the store on the east.

⁹⁷ Seraly and Lyman, p. 33. Daniel Cary immigrated to New Jersey from Massachusetts in 1742 and settled on a farm south of the turnpike along Emmons Road. [Seraly and Lyman, p. 56]

⁹⁸ Seraly and Lyman, p. 35-36.

⁹⁹ MC Deeds, Book N9, p. 31.

¹⁰⁰ *Biographical and Genealogical History of Morris County, New Jersey*, Lewis Publishing Company, 1899, p. 535; J.H. Lant, *Morris County Directory for 1873-1874*.

¹⁰¹ MC Wills, Book O, p. 177. Albert Riggs wrote his will in 1878, four years before his death.

¹⁰² Lant, *1873-1874*. The directory does not define the extent of the geographical area covered by the Drakesville listings.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 17

Powder Company, a California dynamite company that opened a location in Drakesville, to take advantage of its rare "infusorial earth" deposit (an inert material useful in the manufacture of explosives) just north of the turnpike intersection.¹⁰³ In 1874, activity at the local gristmill was sufficient to permit Mr. H. Mathews, its owner, to donate land where the Drakesville Baptist Church was constructed.¹⁰⁴

In 1876, the High Bridge Branch of the Central Railroad opened, providing a connection between the Central's main line and the Delaware, Lackawanna and Western. A station on the new line was established along the turnpike at east end of Drakesville, where Theodore King maintained a coal yard. King trucked the coal a half-mile to his store, where he weighed it for sale. However, the new railroad provided little economic benefit to the village. Although High Bridge tracks were located equidistant between Drakesville and Succasunna, neither village expanded in the direction of the new depot.

In February 1881, Theodore King's father, Thomas L. King, died intestate at the age of sixty-nine.¹⁰⁵ Less than a year later, Albert R. Riggs died, leaving a substantial estate.¹⁰⁶ Emma Louise King, Riggs' eldest daughter, received the "Boat yard Lots in front of the House and Stone Store now occupied by T. F. King" as well as property on the road to Flanders.¹⁰⁷ But by the time E. Louise King inherited her father's "boat yard lots," traffic on the canal had declined substantially. A third of its coal traffic was lost in 1870, when the Delaware, Lackawanna, and Western Railroad, which previously had to transfer coal to canal boats in Washington, New Jersey, leased the Morris and Essex Railroad, gaining a continuous rail route to eastern markets. And in 1881, the canal lost its profitable business carrying iron from the end of the Ogden Mine Railroad at Lake Hopatcong when the Central Railroad of New Jersey connected with the Ogden Mine Railroad.¹⁰⁸ In Drakesville, the High Ledge Mine, located only a few hundred yards from the canal, was opened in 1880 and produced just 1,120 tons of iron ore before closing several years later.¹⁰⁹ This likely signaled weakness in the state's iron industry as a whole. The New Jersey Bureau of Statistics reported in 1880 that sixty-two mines surveyed on average operated only nine and a half months.¹¹⁰

¹⁰³ Robinson's 1887 atlas shows the location of the infusorial earth.

¹⁰⁴ Hosking and Meeker, p. 88. The Drakesville church was colonized by twenty-eight constituents from the Mt. Olive church. [Thomas S. Griffiths, *A History of Baptists in New Jersey*, Hightown, NJ: Barr Press, 1904, p. 82. Googlebooks]

¹⁰⁵ *Biographical and Genealogical History*, p. 535.

¹⁰⁶ John H. Wallace, *Genealogy of the Riggs Family*, Vol. I, New York: John H. Wallace, 1901, p. 58; MC Wills, Book O, p. 177. Riggs' widow, who was named executrix, was given several large tracts in New Jersey and Wisconsin, totaling nearly four thousand acres, as well as a life interest in a number of additional properties, which would delay the final settlement of the estate until after her death.

¹⁰⁷ MC Wills, Book O, p. 177.

¹⁰⁸ James Lee, *Tales the Boatmen Told*, Canal Press, Inc., Exton, PA: 1977, p. 4.

¹⁰⁹ Abandoned Mines.Net at <http://www.abandonedmines.net/highledge.htm>.

¹¹⁰ *Third Annual Report of the Bureau of Statistics of Labor and Industries of New Jersey*, Somerville, NJ: Edward B. Porter, 1880, p. 107.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 18

Fortunately, a new business upturn in the region was about to commence. The year 1882 saw the arrival of the first Central Railroad passenger excursion train at Nolan's Point on Lake Hopatcong; this was the beginning of a major tourism boom in the region that would provide new opportunities for Drakesville's entrepreneurs. The Lackawanna Railroad followed with a station at Landing. From these stations, passengers had to transfer to steamboats to take them to all parts of the lake, where large, fashionable hotels were established. Prior to 1883, only four small hotels existed on the Lake and by 1900, over forty hotels and rooming houses would be in operation, growth that would steer some development in Drakesville.¹¹¹ Capitalizing on vacation development at nearby Lake Hopatcong, William Scheer's sons established the Mansion House in Drakesville, a hotel that catered to tourists.¹¹²

Another local entrepreneur to profit from the tourism boom was Theodore F. King, who had quickly assumed a prominent role in local business and civic affairs after his father's death in 1881.¹¹³ At this time, Drakesville was one of four villages in Roxbury Township and had a "Baptist church, built in 1874, a hotel, a blacksmith shop, a store, a post office, and about forty houses within a mile of church."¹¹⁴ A local business directory published at the time also listed R.H. Cary's grist- and sawmill and a second general store.¹¹⁵ Nearby Succasunna was the largest of the four villages, with seventy-five houses within a mile of its several churches.¹¹⁶ Drakesville business listings in an 1885 directory included R. H. Cary's grist and saw mill; B. P. Jackson, grocer, J. Allen Roberts, general store on the south bank of the canal, and the O. Scheer & Bro. Hotel. According to the directory, King was conducting a blacksmith business in addition to his store.¹¹⁷ That same year, King and his brother, William, opened a new grocery store in nearby Landing to serve lake vacationers.

King undertook a major modernization of his Drakesville store in 1885, which was impressive enough to warrant a glowing review in a Dover newspaper:

Among the improvements lately made in this section and one which attracts general attention and comment is that on the exterior of the old "stone store" building at Drakesville, Theo. F. King, proprietor, has been at much expense and pains to modernize this old "landmark", and has succeeded in a manner to surprise all, including those who have witnessed the transforming process. The old building

¹¹¹ Martin Kane, *Hopatcong: A Century of Memories*, Charleston, SC: Arcadia Publishing, 1998.

¹¹² Seraly and Lyman, p. 34. Also known as the Homestead, the hotel could accommodate twenty-five guests. [Delaware, Lackawanna and Western Railroad Company Passenger Dept., *Mountain and Lake Resorts on the Lackawanna Railroad*, 1909]

¹¹³ King was appointed to replace his father as Drakesville postmaster in 1882 and served until 1925. In addition, he was regularly elected to the Roxbury Township Committee. [Hoskings and Meeker, p. 68; *Biographical and Genealogical History*, p. 536]

¹¹⁴ Munsell, p. 366.

¹¹⁵ *Boyd's Morris County Directory for 1883-4*, Paterson, NJ: W. Andrew Boyd, 1883, p. 249.

¹¹⁶ Munsell, p. 365.

¹¹⁷ *Morristown and Dover Directory for 1885-1886*, p. 144.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 19

has been rejacketed from foundation to roof, and presents as fine an appearance today as any building of its class in the county.¹¹⁸

The old store was given new classical details, adding a high degree of elegance to the general store and the Drakesville streetscape, no doubt enhancing King's reputation as a prosperous business owner.

The 1885 directory includes no listing for Baker's hotel at the west end of the village, but presumably it was in operation, since it is depicted on an 1887 atlas, which also shows King's store and post office and A. Smith's blacksmith shop at the east end of the village.¹¹⁹ Scheer's hotel is shown opposite the road to Drakesville Station, while just west of the intersection is another building identified as owned by T. F. King. At the west end of the village is Ralph Carey's mill complex and the Baptist Church. A second blacksmith is located adjacent to the canal on the road to Flanders. Four years later, in 1891, the Drakesville post office would be renamed Ledgewood.¹²⁰ Although exactly what prompted the change is unknown, the Drake family name had disappeared from the neighborhood, and a settlement similarly named Drakestown existed not far south of Drakesville.¹²¹

By 1888, most through traffic on the canal had disappeared and traffic had become almost entirely local in character.¹²² The canal was still useful for excursions and outings.

20th Century

Traffic on the moribund Morris Canal dwindled to a point that the New Jersey legislature voted in 1903 to investigate abandoning the canal. A commission was appointed and found that the canal was no longer economically viable; however, no further action was taken until 1922 when the state finally took over the canal and undertook draining and partially filling in the channel.¹²³ In 1924, the State Highway Commission began the enormous dismantling project by removing the trolley culvert known as "Hole-in-the-Wall" at the west end of Drakesville.¹²⁴

Despite the dying canal business, Ledgewood continued to experience a degree of prosperity. A number of dwellings were constructed along Ledgewood's main street around the turn of the century by members of the extended Scheer family, whose hotel interests included Silver Spring Park on Lake Hopatcong.¹²⁵ Two Scheer

¹¹⁸ *Dover [NJ] Iron Era*, September 1, 1885, MMTPL.

¹¹⁹ *Robinson's Atlas of Morris County, New Jersey Compiled from Official Records, Private Plans & Actual Surveys*, New York: E. Robinson, 1887.

¹²⁰ Kay and Smith, p. 101.

¹²¹ Originally part of Roxbury Township, Drakestown became part of Mount Olive Township upon its formation in 1871.

¹²² Lane, p. 246.

¹²³ Lee, p. 5.

¹²⁴ Kalata, p. 624.

¹²⁵ Seraly and Lyman, p. 35.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 20

brothers also built the matching "Four-Square" houses on the old Dover Turnpike. The Jackson Store had opened next to the King Store at the intersection of the Dover and Morris-Sussex Turnpikes. Theodore King was doing enough business at his store to employ two clerks.¹²⁶ In 1905, the conservative community witnessed construction of a most unusual dwelling featuring cupolas, steeples and gables, called "The Ledge." Built for Francis J. King, an artist from East Orange, several years later it was turned into a clubhouse for a group of Newarkers who called themselves the Musketeers.¹²⁷ In what must have seemed a promising new development for local commerce, Ledgewood was located along the route of the new Dover-based Morris County Traction Company tracks that were extended in 1907. Running along the main street's spread-out linear business district, electric trolleys offered convenient, frequent, and inexpensive travel: "They were the working stiff's transportation. Their faster acceleration allowed them to make more frequent stops, collecting passengers everywhere."¹²⁸

A 1909 publication, *Mountain and Lake Resorts on the Lackawanna Railroad*, published by the passenger department of the railroad company, listed the Mansion House, the Ledgewood Hotel, and the Rock Spring House in Ledgewood, all eager to serve city vacationers. The Mansion House and the Ledgewood Hotel had accommodations for twenty-five guests. The newer Rock Spring House, which overlooked the canal basin at the head of Plane #2E, and had rooms for sixty, boasted about its 1,100-foot elevation; the picturesque scenery; boating, bathing and fishing; and its location two miles from the Lackawanna station.¹²⁹ The Ledgewood Hotel and the Mansion House accommodated transients as well as boarders with daily rates between \$1 and \$2. All three offered weekly rates between \$7 and \$10. The Ledgewood hotels were aimed at budget-conscious vacationers. On Lake Hopatcong, a premier resort destination, the most prominent hotels charged between \$15 and \$20 per week, and the prestigious Hotel Breslin offered rooms starting at \$21 per week.¹³⁰

Around 1916, Theodore and William King donated land for a new Drakesville Baptist Church.¹³¹ The original 1874 church, which still survives, was sold. An elegant new asymmetrical stone edifice was dedicated in 1917. By the day of dedication, its Gothic windows had already been fitted with stained glass, evidence of a prosperous congregation. A postcard image from 1920 shows Ledgewood's main street at the intersection with Emmans Road, where Goldy Emman's garage occupied a former barn along the busy route. The numerous passing automobiles that appear in the photograph provide more evidence of a thriving community. In Drakesville, the old Morris turnpike had become part of Route 6 of the New Jersey State Highway system created in 1917, and was still the main road to Newark.

¹²⁶ *King Store and Homestead National Register Nomination*, p. 8-6.

¹²⁷ Morris County Cultural Resources Survey, #1436-043-7.

¹²⁸ Larry Lowenthal and William T. Greenberg, Jr., *Morris County Traction Company*, Brimfield, MA: Marker Press, 2005, p. 3.

¹²⁹ *Mountain and Lake Resorts on the Lackawanna Railroad*. The Rock Spring House does not appear on an 1899 canal survey map, suggesting it was constructed sometime between 1899 and 1909.

¹³⁰ *Mountain and Lake Resorts on the Lackawanna Railroad*.

¹³¹ Hoskings and Meeker, Vol. 1, p. 88.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 21

The bustling economy soon faced another decline. Both the Ledgewood Hotel (Jeremiah Baker's old hotel) and the Rock Spring House burned during the 1920s and were not rebuilt. Just as previous transportation improvements had quickly been surpassed by newer forms, the trolley was soon abandoned for the bus. Trolley service on the Morris County Traction Company line lasted only until 1926, though its tracks survived in places for several more decades. Expressing regret at the passing of the trolley, the mayor of nearby Dover commented, "There is something about a trolley line that adds an atmosphere of business activity to a community."¹³² And shortly after the death of Theodore King in 1928, his landmark store was closed up, leaving furnishings and merchandise in place for the next five decades. The Silver Spark, a restaurant opened in 1926 by the Italian-born Maniero brothers, managed to buck the tide and survived as a convenience store well into the second half of the 20th century.¹³³

During the mid-1930s, the village witnessed the construction of Route 10 under the Works Project Administration, which provided a new road linking Morris and Essex Counties. East of Ledgewood, the highway ran parallel to the old Morris and Sussex Turnpike to a point just east of the closed King store where it crossed the old turnpike to intersect the original Dover Turnpike, where the new Ledgewood Circle was constructed. The new highway continued west from the circle, rejoining the old turnpike route west of the village.¹³⁴ This re-configuration of the main transportation route away from Ledgewood's main street effectively preserved that neighborhood, with virtually all new commercial development occurring along the new highway.

The second half of the 20th century witnessed a number of preservation efforts in Ledgewood. During the 1960s, E. Louise King became active in the effort to save her great-grandfather Silas Riggs' original "saltbox" house from demolition. She donated a small piece of property west of the store to the Roxbury Township Historical Society, which she helped found, as a site to relocate the house in 1962.¹³⁵ The Historical Society maintains the house as a local museum. The relocated Silas Riggs house was listed on the New Jersey Register in 1974 and the National Register in 1977. In 1974, the Morris Canal was listed on the New Jersey and National Registers of Historic Places. Surviving canal structures from Plane No. 2E and the adjoining King's Basin, now known as Ledgewood Pond, border the west end of the district. Following Miss King's death in 1975 the combined King store and house property was sold for redevelopment as a commercial site, but in 1984, with the assistance of New Jersey Green Acres funding, the Township was able to acquire the property.¹³⁶ In 1994, the King Store and Homestead were listed on the New Jersey and National Registers of Historic Places. The Roxbury Historic Trust was formed in 2000 to maintain and operate the site. In 1984, the Drakesville Historic District was created by local ordinance, and in 1995 in connection with a Section 106 Review of the proposed

¹³² Lowenthal and Greenberg, p. 3.

¹³³ Seraly and Lyman, p. 38.

¹³⁴ *New Jersey State Highway Department General Property Key Map Route 10 (Rev. 1927) Section 6: Succasunna to Lake Hopatcong Road Showing Existing Right of Way & Parcels To Be Acquired In The Townships of Randolph & Roxbury, Morris County*, 1933. That portion of Route 10 west of the Ledgewood Circle later became part of Route 46.

¹³⁵ Hosking and Meeker, Vol. 2, p.92.

¹³⁶ MC Deeds, Book 2534, p. 391; MC Deeds, Book 2715, p. 185.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 8 Page 22

Ledgewood Circle elimination, the New Jersey Historic Preservation Office issued a favorable opinion on eligibility of Ledgewood Historic District (ID #2897) under Criteria A and C.¹³⁷

¹³⁷ Letter dated May 25, 1995 from James F. Hall, Deputy State Historic Preservation Officer, to Andras Fekete, Manager, Bureau of Environmental Analysis, File # HPO-E95-142.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 9 Page 1

BIBLIOGRAPHY

Books, Reports

Acroterion. *Morris County Historic Sites Inventory*. [Morristown, NJ]: Morris County Heritage Commission, 1987.

Barber, John W. and Henry Howe. *Historical Collections of the State of New Jersey*. New York: Dover Publications, 1844.

Biographical and Genealogical History of Morris County, New Jersey. Lewis Publishing Company, 1899.

Biographical Directory of the United States Congress. Accessed at <http://bioguide.congress.gov/biosearch/biosearch.asp>

Boyd's Morris County Directory for Business 1883-1884. Paterson, NJ: W. Andrew Boyd, 1883.

Chambers, Theodore Frelinghuysen. *The Early Germans of New Jersey*. Baltimore: Genealogical Publishing Co., 1969.

Delaware, Lackawanna and Western Railroad Company Passenger Dept., *Mountain and Lake Resorts on the Lackawanna Railroad*, 1909.

Drake, Samuel Gardner. *Genealogical and Biographical Account of the Family Drake in America*. George Coolidge, 1845.

General Catalogue of Princeton University, 1746-1906. Princeton, NJ: Princeton University, 1906.

Gordon, Thomas F. *A Gazetteer of the State of New Jersey*. Trenton, NJ: Daniel Fenton, 1834.

Griffiths, Thomas S. *A History of Baptists in New Jersey*, Hightstown, NJ: Barr Press, 1904. Googlebooks.

Guter, Robert P. "Pattern Book Houses In Morris County, N.J." Columbia University, 1980, p. 78. (MMTPL)

History of Morris County, New Jersey, with Illustrations and Biographical Sketches of Prominent Citizens and Pioneers. New York: W.W. Munsell & Co., 1882.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 9 Page 2

- Honeyman, A. Van Doren. *Northwestern New Jersey: A History of Somerset, Morris, Hunterdon, Warren and Sussex Counties*. New York: Lewis Historical Publishing Company, Inc. 1927.
- Hosking, Annie Stelce and Harriet Meeker. *The History of Roxbury Township, Vol I*. Roxbury, NJ: The Roxbury Township Historical Society, c. 1965.
- Hosking, Annie Stelce and Harriet Meeker. *The History of Roxbury Township, Vol. II*. Roxbury, NJ: The Roxbury Township Historical Society, 1976.
- Howe, Daniel Walker. *What Hath God Wrought: The Transformation of America, 1815-1848*. New York: Oxford University Press, 2007.
- Hutchinson, Elmer T., ed., *Documents Relating to the Colonial, Revolutionary and Post-Revolutionary History of the State of New Jersey First Series, Vol. XL*, Trenton: MacCrellish & Quigley Co., 1947.
- Kalata, Barbara N. *A Hundred Years, A Hundred Miles*, Morristown, NJ: Morris County Historical Society, 1983.
- Kane, Martin. *Images of America: Hopatcong, A Century of Memories*. Charleston, SC: Arcadia, 1998.
- Kay, John L. and Chester M. Smith, Jr. *New Jersey Postal History*. Lawrence, MA: Quarterman Publications, Inc. 1977.
- Lane, Wheaton J. *From Indian Trail to Iron Horse: Travel and Transportation in New Jersey, 1620-1860*. Princeton: Princeton University Press, 1939.
- Lant, J.H. *Morris County Directory for 1873-1874*.
- Lant, J.H. *Morristown and Dover Directory for 1887-1888*. Morristown, NJ: J. H. Lant, 1887.
- Lant, J.H. *Town Business Directory 1887-1888*.
- Lee, James. *Tales the Boatmen Told*. Canal Press, Inc., Exton, PA: 1977.
- Lowenthal, Larry, and William T. Greenberg, Jr. *Morris County Traction Company*. Brimfield, MA: Marker Press, 2005.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 9 Page 3

Morristown and Dover Directory for 1885-1886. Morristown, NJ: 1885.

Nelson, William, ed. *Extracts from American Newspapers, Relating to the State of New Jersey, Vol. III, 1779.* Trenton: John L. Murphy Publishing Co., 1906.

Seraly, Ruthann. *King Store and Homestead National Register Nomination.* Roxbury, NJ: Roxbury Township Historical Society, 1993.

Seraly, Ruthann and Frances Lyman. *Old Homes of Roxbury Township.* [Roxbury, NJ]: The Roxbury Township Historical Society, c. 1992.

Silas Riggs House National Register of Historic Places Nomination Form. ND.

Stryker-Rodda, Harriet. *Some Early Records of Morris County, New Jersey, 1740-1799.* New Orleans: Polyanthos, 1975.

Third Annual Report of the Bureau of Statistics of Labor and Industries of New Jersey, Somerville, NJ: Edward B. Porter, 1880.

Tuttle, Joseph. *Centennial Collections of Morris County, 1776-1876.* [New Jersey? 1876?]

Wacker, Peter O. *Land and People: A Cultural Geography of Preindustrial New Jersey Origins and Settlement Patterns.* New Brunswick, NJ: Rutgers University Press, 1975.

Wallace, John H. *Genealogy of the Riggs Family.* Vol. I. New York: John H. Wallace, 1901.

Woodruff, Francis E. *The Woodruffs of New Jersey.* New York: The Grafton Press, 1909.

Public Records

United States Census
Population Schedules, Roxbury Township

Roxbury Ratables, 1778-1780.

Morris County Hall of Records
Morris County Wills

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 9 Page 4

Morris County Inventories
Morris County Deeds
Morris County Road Returns

Maps and Surveys

Beers, F. W. *State Atlas of New Jersey*. New York: Beers, Comstock & Cline, 1872.

Beers, F.W., A.D. Ellis and G.G. Soule. *Atlas of Morris County, New Jersey*. New York: 1868.

“Drakesville.” [1899?] Fragment of canal survey in Roxbury Historical Society Archives.

Lightfoot, J. and Samuel Geil. *Morris County, New Jersey From Original Surveys by J. Lightfoot and Samuel Geil*. Morristown, NJ: J.B. Shields, 1853.

Line of the Morris Canal, New Jersey, New York: Imbert's Lith., 1827, Rutgers University Special Collections.
Accessed at mapmaker.rutgers.edu.

Map of New Jersey Compiled from the Latest Authorities. Philadelphia: Charles DeSilver, 1856.

New Jersey State Highway Department General Property Key Map Route 10 (Rev. 1927) Section 6: Succasunna to Lake Hopatcong Road Showing Existing Right of Way & Parcels To Be Acquired In The Townships of Randolph & Roxbury, Morris County. 1933.

Robinson's Atlas of Morris County, New Jersey Compiled from Official Records, Private Plans & Actual Surveys. New York: E. Robinson, 1887.

The State of New Jersey Compiled from the Most Authentic Information. 1795.

Roxbury Township Tax Map.

Sykes, Lorenza A. *Maps and Field Notes of the Morris Canal Through the County of Morris, New Jersey, 29 April 1828*. New Jersey Archives.

Van Cleef, John T. and J.B. Betts. *Map of the Railroads of New Jersey*. 1887.

Weir maps. Transit survey map of the Morris Canal, c. 1890. New Jersey Archives.

Ledgewood Historic District
Name of Property

Morris, NJ
County and State

10. Geographical Data

Acreage of property 41 Acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 18
Zone Easting Northing
2

3
Zone Easting Northing
4

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 Ann Parsekian, Janice Armstrong, Dennis Bertland

organization Dennis Bertland Associates date June 2012

street & number P.O. Box 315 telephone 609-397-3380

city or town Stockton state NJ zip code 08559

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 the 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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 10 Page 1

UTM COORDINATES

The UTM coordinates for the bounding polygon of the Ledgewood Historic District are:

Zone = 18	<u>Eastings</u>	<u>Northings</u>
1.	528935	4525810
2.	529375	4525415
3.	529420	4525260
4.	529185	4525210
5.	528850	4525425
6.	528875	4525625

NARRATIVE BOUNDARY DESCRIPTION

The boundary of the Ledgewood Historic District is delineated on the attached map entitled "Ledgewood Historic District Site Location and Boundary Map," which was assembled using current municipal tax maps from the Township of Roxbury, and is verbally described in the following paragraphs.

The boundary of the district begins in the Township of Roxbury on the north side of Main Street at the SW corner of Block 7502, Lot 3. The boundary follows the west, north and east property lines of that lot to the north side of the Main Street where it turns east and proceeds along the north side of the Right of Way to the SW corner of Block 7502, Lot 5. It then follows the west, north and east property lines of that Lot 5 to a point directly opposite the NW corner of Block 7502, Lot 9. There the boundary crosses Block 7502, Lot 6 in a line of convenience parallel to Main Street to the NW corner of Block 7502, Lot 9, where it continues east and follows the north property lines of Block 7502, Lot 9, and Block 6404, Lots 1, 4, 5, and 7. At the NE corner of Block 6406, Lot 7 the boundary crosses Ledgewood-Mt. Arlington Road to the NW corner of Block 6407, Lot 9. It continues along the north property lines of that Lot and Block 6407 Lots 8, 7, 6, 5 and 4, to the NE corner of Lot 4, where it crosses to the NW corner of Block 6408, Lot 2. The line continues along the north property line to the NE corner of that Lot 2 where it crosses Main Street to the east side of the intersection with Canal Street.

The boundary then continues westerly along the south side of the Right of Way of Canal Street to the NE corner of Block 6403, Lot 38. There, the boundary turns and follows the east and south property lines of Lot 38 to a point in the east property line of Block 6403, Lot 37, where it turns south and follows the east, south and west property lines of that Lot 37 and the west property line of Block 6403, Lot 38 to the south side of Canal Street. The boundary turns west and follows the south side of the Canal Street Right of Way to the NW corner of Block 6403, Lot 25 at the SE corner of the intersection at Emmans Road. At this point, the boundary turns south and follows the west property line of Block 6403, Lot 25 to a point opposite the NE corner of Block 6001, Lot 24. Here the boundary crosses Emmans Road and follows the east, south and west property lines of Block 6001, Lot 24 to a corner at Mountain Road where the boundary crosses to the south corner of Block 7501, Lot 21. The Boundary continues north along the west side of the Mountain Road Right of Way to the SW corner of

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

Section number 10 Page 2

Block 7501, Lot 21 where it turns to follow the south and west property lines of Block 7501, Lots 21, 20, 18 and 15 to Main Street at the NW corner of Block 7501, Lot 15. From here, the boundary turns west and follows the south side of the Main Street Right of Way to a point opposite the SW corner of Block 7502, Lot 3. The boundary then crosses Main Street to that SW corner of Block 7502, Lot 3, the place of beginning.

BOUNDARY JUSTIFICATION

The boundary of the Ledgewood Historic District is delineated to include, to the greatest extent possible, the architectural and historical resources of the village, with the fewest non-contributing resources. The district includes properties along Main Street, Emmans Road and Canal Street where the village developed along this important east west transportation route. The boundary follows property lines or lines of convenience to encompass resources related to the district and exclude unrelated resources. The district excludes the modern commercial development along Route 46 to the north and Route 10 to the east, and the west end of Main Street; and the modern residential development along the south side of Canal Street, which constitute clear physical edges. The boundary follows property lines to encompass resources related to the district and exclude unrelated resources.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Ledgewood Historic District
Morris County, NJ

PHOTOGRAPHIC IDENTIFICATION:

The following information is the same for all of the photographs submitted:


Name: Ledgewood Historic District
Location: Roxbury Township, NJ
Photographer: Janice Armstrong;
Date of photographs: Spring 2010
Digital repository: Dennis Bertland Associates
PO Box 315, Stockton, NJ 08559

Photograph direction of view:


- #1 Site # 1A, north view.
- #2 Site # 1B, northwest view.
- #3 Site # 2, northwest view.
- #4 Site #s 2 & 1B, left to right, northeast view.
- #5 Site #s 4 & 3, left to right, southwest view.
- #6 Site #5, northwest view.
- #7 Site # 6, northwest view.
- #8 Site # 10, north view.
- #9 Site #s 12, 11 & 10, left to right, northeast view.
- #10 Site # 13, north view.
- #11 Site #15 northwest view.
- #12 Site #16, south view.
- #13 Site #21, west view.
- #14 Site #23, southwest view.
- #15 Site # 25, southeast view.
- #16 Site #s 27 & 26, left to right, north view.
- #17 Site # 31, southeast view.
- #18 Context, looking east along Main Street.
- #19 Site # 35, southeast view.
- #20 Context, with site #s 35, 34, 33 & 32 left to right, looking east along Main Street.
- #21 Site #37, south view.
- #22 Site #39, southwest view.
- #23 Site #40, southwest view.
- #24 Context, with site #40, looking west along Canal Street.


LEDGEWOOD HISTORIC DISTRICT
MORRIS COUNTY, NEW JERSEY

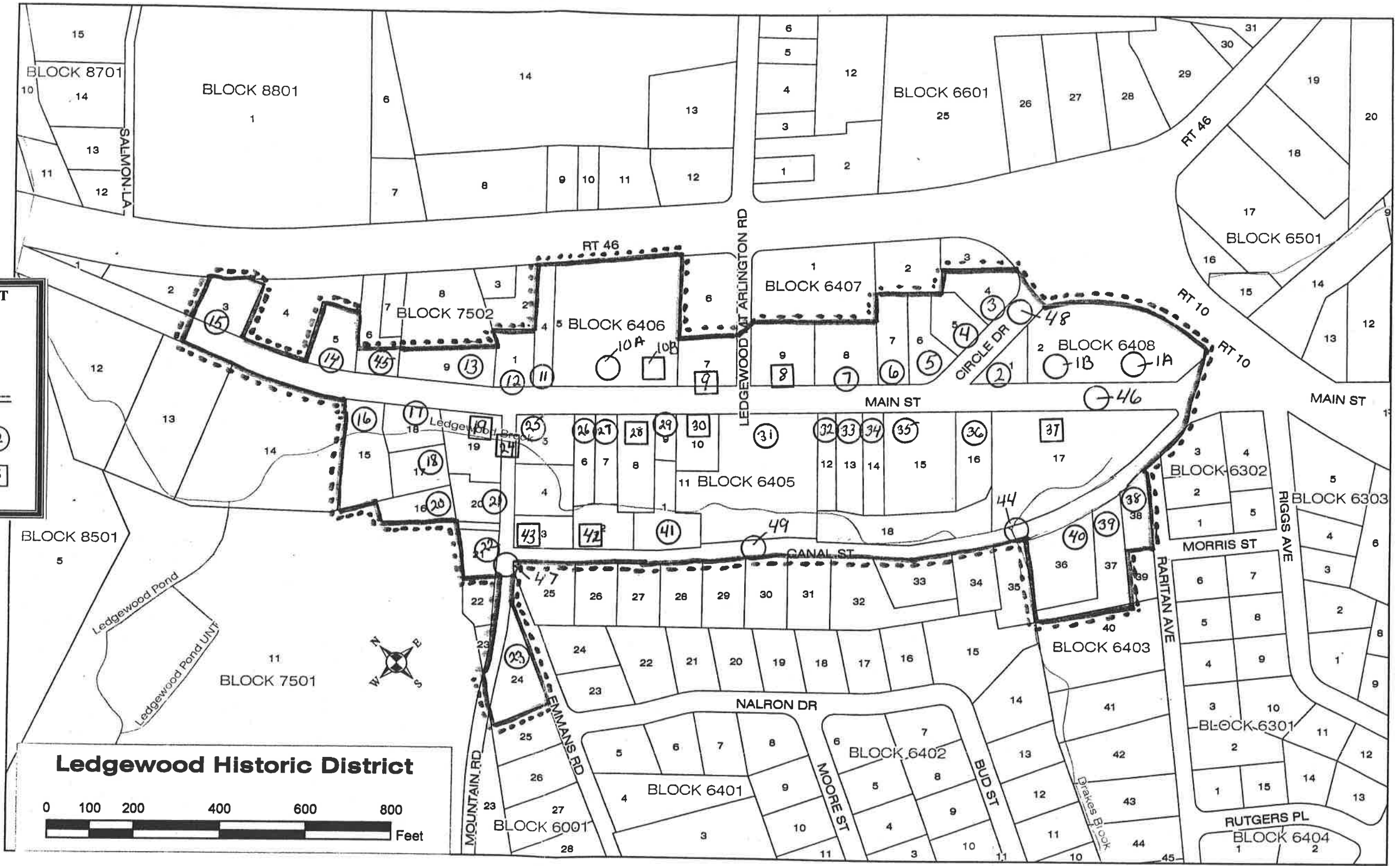
BOUNDARY MAP



DISTRICT BOUNDARY 

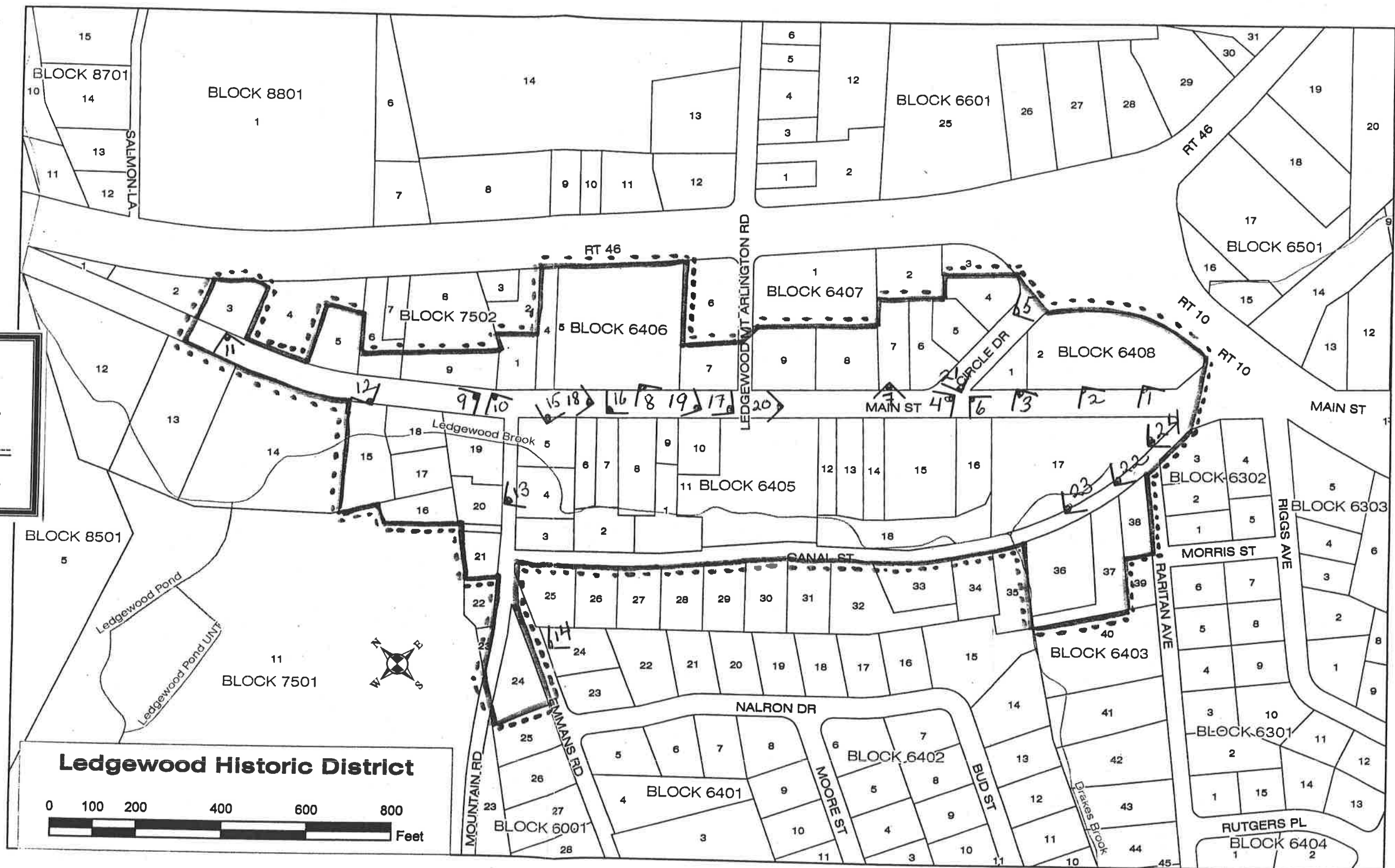
INVENTORY SITE #s

CONTRIBUTING 

NON-CONTRIBUTING 



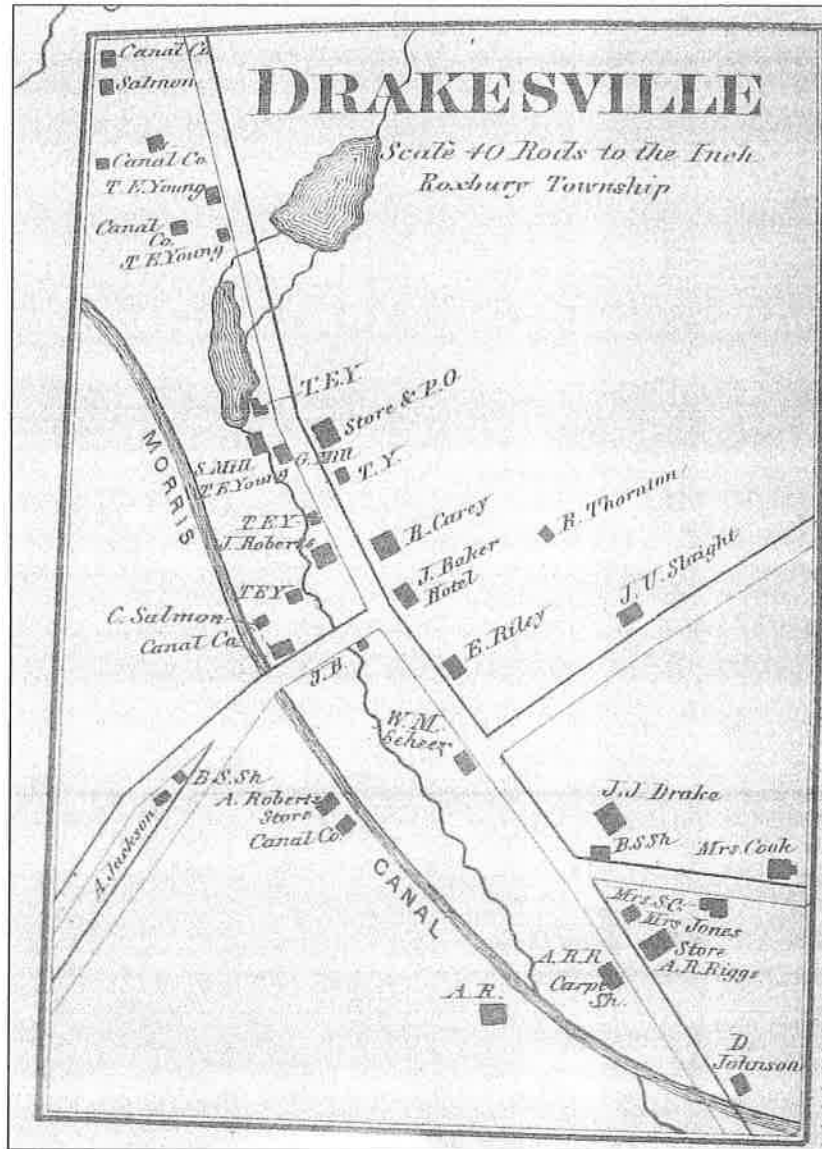
LEDGEWOOD HISTORIC DISTRICT
MORRIS COUNTY, NEW JERSEY
PHOTOGRAPH IDENTIFICATION MAP
 DISTRICT BOUNDARY 
 PHOTO # AND DIRECTION OF VIEW 



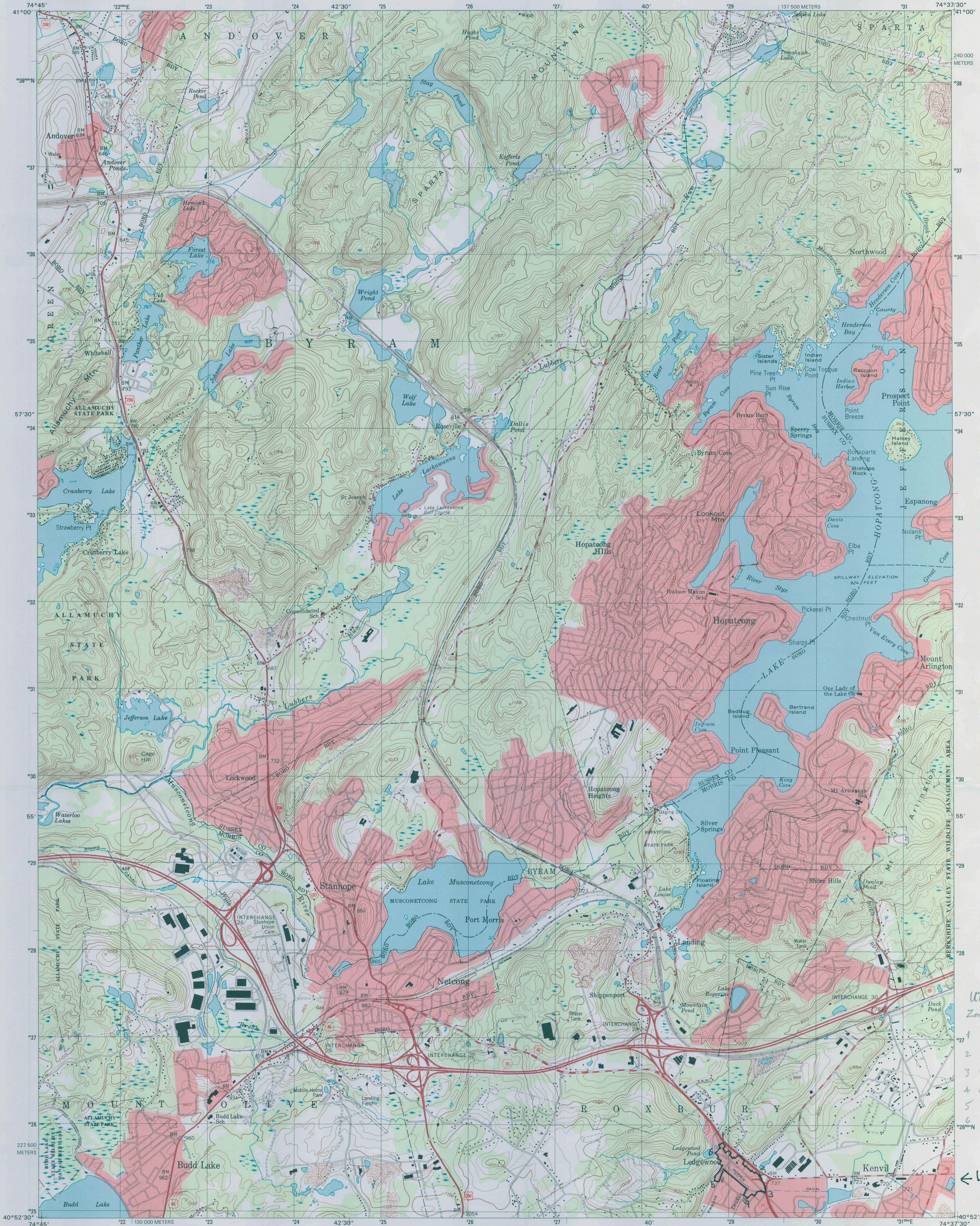
Ledgewood Historic District
 0 100 200 400 600 800
 Feet



Detail from J. Lightfoot and Samuel Geil, *Morris County, New Jersey From Original Surveys by J. Lightfoot and Samuel Geil*, 1853.



Detail from F. W. Beers, A.D. Ellis and G.G. Soule, *Atlas of Morris County, New Jersey*, 1868.

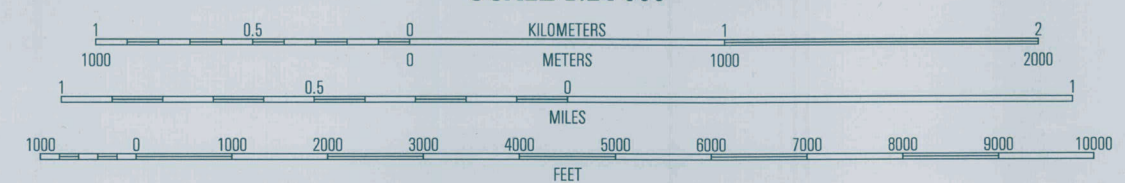
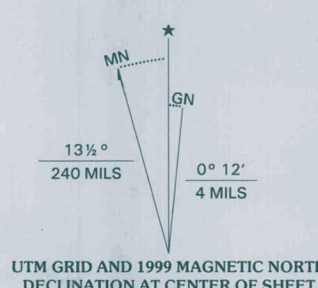


UTMs
Zone = 18

1	528935	4525810
2	529375	4525915
3	529420	4525260
4	529185	4525210
5	528850	4525925
6	529875	4525625

← Ledgewood
Historic
District

Produced by the United States Geological Survey
Topography compiled 1942. Planimetry derived from imagery taken 1995 and other sources. Survey control current as of 1943
North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 18
2 500-meter ticks: New Jersey Coordinate System of 1983
North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software
There may be private inholdings within the boundaries of the National or State reservations shown on this map
Landmark buildings verified 1943



SCALE 1:24 000
CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048



ROAD CLASSIFICATION
Primary highway hard surface
Secondary highway hard surface
Light-duty road, hard or improved surface
Secondary highway unimproved road
Interstate Route
U.S. Route
State Route

1	2	3	1 Newton West
			2 Newton East
			3 Franklin
			4 Tranquilly
			5 Dover
			6 Hackettstown
			7 Chester
			8 Mendham

STANHOPE, NJ
1995

NIMA 6065 1 NW-SERIES V822

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



















EXIT
ONLY





247



261

THE ENVIRONMENTAL GROUP

CUESHORE
STATION

ESSEX COUNTY



1895

252







MAIN ST



















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Ledgewood Historic District

MULTIPLE NAME:

STATE & COUNTY: NEW JERSEY, Morris

DATE RECEIVED: 3/08/13 DATE OF PENDING LIST: 4/03/13
DATE OF 16TH DAY: 4/18/13 DATE OF 45TH DAY: 4/24/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000202

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 4/18/13 DATE

ABSTRACT/SUMMARY COMMENTS:

*Architecture - C.F. & d. along
local level historic path & canal
(Morris Turnpike)
1801 - c. 1935.*

RECOM./CRITERIA A.C.
REVIEWER [Signature]
TELEPHONE _____

DISCIPLINE Historic
DATE 4/18/13

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL AND HISTORIC RESOURCES

Office of the Assistant Commissioner
MAIL CODE 501-03A
PO Box 420
Trenton, New Jersey 08625
609-292-3541/Fax: 609-984-0836



CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
Lt. Governor

February 27, 2013

Paul Loether, Chief
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240

Dear Mr. Loether:

I am pleased to submit the nomination for the Ledgewood Historic District, Morris County, New Jersey, for National Register consideration.

This nomination has received majority approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Daniel D. Saunders, Administrator, New Jersey Historic Preservation Office, Mail code 501-04B, P.O. Box 420, Trenton, New Jersey 08625-0420, or call him at (609) 633-2397.

Sincerely,

Rich Boornazian
Deputy State Historic
Preservation Officer