

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED NOV 23 1976 JUN 27 1979  
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC Prallsville District

AND/OR COMMON Smith's Mills

**LOCATION** NJ 29

STREET & NUMBER Route 29, Delaware River & Wickecheoke Creek

CITY, TOWN Stockton Borough *Mallowville* VICINITY OF 13th

STATE New Jersey CODE 34 COUNTY Hunterdon CODE 019

**CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**OWNER OF PROPERTY**

NAME Bureau of Parks, Department of Environmental Protection

STREET & NUMBER P. O. Box 1420

CITY, TOWN Trenton VICINITY OF STATE New Jersey

**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. Hall of Records

STREET & NUMBER Courthouse

CITY, TOWN Flemington STATE New Jersey

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE New Jersey Historic Sites Inventory (#2958.1)

DATE 1968, 1973  FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR SURVEY RECORDS Historic Sites Section, Dept. of Environmental Protection

CITY, TOWN Trenton STATE New Jersey

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Prallsville District (Smith's Mills)

The small village of Prallsville is in the Borough of Stockton, but clearly distinct from the town of Stockton.

Situated on the Delaware and Raritan Canal which parallels the Delaware River at the intersection of Wickecheoke Creek and Route 29, Prallsville is a complex of some twenty structures - most of which are related to the industrial pursuits of the village. The structures date from the second quarter of the 19th century to the early 20th century. A number of foundations are in the district, possibly dating to the late 18th century when the village was founded.

S. Stover (Smith) Mill

#1 on map.

Built in 1877 by S. Stover this is a three story stone mill with attic. The stone walls are about two feet thick and stuccoed over. The interior has massive timber framing with six interior timber columns carrying two lines of girders. The exposed rafters (butted at the ridge) and beams are all vertical sawn. The interior walls are plastered.

The mill contains a good deal of its machinery, dating from c. 1877 to approximately 1930. There are two grind stones and their lifts in place. There are shafts, sifters, belts, pulleys, and a "Fleetwood Flour Belt", among other items of note. The gearing for the water power drive is in the cellar. The raceway is below the cellar floor.

The building, which was built on a slight grade to the rear, provides cellar access at grade.

The mill roof is gable with the front facade facing either the highway or the opposite D & R Canal and the former Belvidere Railroad, depending on ones frame of reference. The building is approximately 55 feet by 45 feet with the long facade (5 bays) on the gable end.

The windows are all 6/6 sash.

No major alterations have been performed on the mill. Problems, however, include serious foundation deficiencies. The bottom floor contains much mill machinery and is supported on a wood frame and wood flooring. Below part of this is approximately a six foot crawl space which usually has water in it. Under other sections are the raceways which appear to be as deep as 15 feet. Continuous moisture has caused rotting of the flooring and collapse in places. Machinery is falling through into the pits below. Through the center of the building are two rows of columns, three in each row, which support the interior structure through all the floors. These columns are failing and settling as noted by severe floor slopes. Fair condition.

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7. DESCRIPTION (cont.)

Mill Annex

#2 on map.

Connected to the stone mill via a narrow breezeway this 3 1/2 story wood frame building was built in the late 19th-early 20th century when Smith's Mills was functioning at its peak. The cellar foundation of this auxillary mill is stone with direct access in the rear as a result of the grade. The building, which is a nearly square 30 feet by 26 feet, is sheathed with corrugated sheet metal. These sheets are rusted and have fallen in several places. The roof of the mill is gable and has circular sawn rafters with a ridge pole, and is covered with corrugated sheet metal. The front facade, on the gable end, has three bays, save on the third floor. The third floor is grain storage bins and, consequently windows are excluded to prevent damage while the grain is in storage. Good condition.

Control gate

#3 on map.

This frame, made of wood, with gears and moving parts of cast iron is a gate which controlled the flow of water through the raceway. Good condition, but exposed to the elements.

Outhouses

#4 on map.

One story wooden outhouse, built in 20th century. This small square outhouse, placed behind the storage buildings (Side #5), has double beaded board siding and a shed roof.

Storage Building Complex

#5 on map.

Probably used for wagon storage for the mill, this complex was built in three sections. One section is two stories, with a large wagon door. It is a braced frame construction with wood pins, cut nails, and vertical sawn timbers and stone foundations indicating that

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7. DESCRIPTION (cont.)

it is contemporaneous with the S. Stover (Smith) Mill. Covered with wide vertical board siding it was later sheathed with corrugated sheet metal. The roof is also sheet metal. The wagon entrance is protected by a one story projecting porch roof supported by wiring.

The second section, probably also third quarter 19th century, is one story with wagon doors and storage bays. The roof is slate.

The last section was constructed in the late 19th century and continues the one story shed of section two. The framing on this section is poor on the end wall and subsequently the end facade is collapsing. The overall condition, save the third section, is good.

Storage Building

#6 on map.

Built sometime in the first quarter of the 20th century, this rectangular (47 x 20) one story building has three storage bays with large sliding doors. The center bay is open and has a concrete floor. Possibly originally open all across the front the building is wooden frame with circular sawn timbers and double beaded board siding. The tin roof is gable with an overhang. The building's condition is good.

Garage

#7 on map.

Abutting the highway (Route 29) this two story garage dates to the first quarter of the 20th century. The building is wood frame with clapboards on the upper floor, and shingles on the lower floor to which there is direct access as a result of the grade. The roof is hipped and has wood shingles which are deteriorating. There are double doors on the upper floor that provided space for two carriages or vehicles. There is a five foot front overhang above these doors, supported by end columns. Possibly a carriage barn with horse stalls below, this garage is characteristic of domestic colonial revival architecture of the early 20th century. While structurally sound, the exposure of the interior to the elements threatens the building, which is not directly associated to the mill complex.

As of January, 1979 this structure had been torn down and only the foundation remains.

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7. DESCRIPTION (cont)

Weight Station

#8 on map.

The station building is a small six foot by seven foot hip roofed wood frame unit. The scale inside registered the weight of grains entering the mill. The roof fabric is nearly gone, exposing the interior to the weather. Fair condition. The wood scale platforms, measuring 8 feet by 20 feet is also extant and in fair condition.

Stone Store/ Linseed Oil Mill.

#9 on map.

This building, which appears to have been built in the 18th century, was a mid-19th century store. The structure is 1 1/2 story roughly coursed stone unit, approximately 44 feet by 25 feet. The walls are about 2' thick. The cellar is open to the grade in rear. The roof is a steep gable with corrugated sheet metal covering 10 inch exposure split shingles. The oak floor beams are massive hewn and closely spaced. The oak rafters are also hewn and the floor boards are wide. The large room on the main floor was probably a store; so identified because of the vertical beaded board wall with outlines of shelves, the large store front windows with wood grained side panels, the double door entry, and the attic dormer with overhanging hoist support for lifting goods to and from wagons below. The building's condition is good, but requires stabilization as the northwest corner is beginning to buckle.

Stone Outbuilding

#10 on map.

Possibly an early building related to the mill operation, but altered. Small one story square (14'6") stone one-room building. The building's condition is fair, although a large tree is buckling the side of one wall. Historic usage undetermined.

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### 7. DESCRIPTION (cont.)

#### Warehouse/ Saw Mill.

#11 on map.

This building was built in three sections. The central unit is a large mid-19th century 2 1/2 story frame building which probable served for storage space. The interior, with its massive 9 x 12 hewn oak timbers and weatherboards with cut nails provides indications of its construction date. Under one end of this unit are stone walled channels filled with water, possibly providing power or canal access. The roof is gable covered with corrugated sheet metal.

The second unit, circa third quarter 19th century, runs along the linear facade of the earliest unit. This section has circular sawn framing and weatherboards with cut nails. The roof is shed-type.

The last addition was provided in the early 20th century and only runs half-way along the other linear facade of the original unit. This one story shed roofed section is also circular sawn framing, but has corrugated sheet metal walls. All but the last section are in good condition. This final addition is in poor condition.

#### Storage Building.

#12 on map.

This is an early 20th century one story wood frame facility with three storage bays, originally open both front and rear, but presently closed to the rear. Good condition.

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PAGE

7. Description - cont.

Additional Building Description

- #13. Mid 19th century 2 1/2 story rectangular frame dwelling with a late 19th -early 20th century wing to the north. Earliest unit has a slate gable roof with return and an exposed fireback on the west gable. Added to the front of this unit is a full length one story porch. The late 19th century wing to the north is also 2 1/2 stories, has a slate gable roof, but no return. The wing establishes an L-form house. In the cove of that form is a one story lean-to addition and added to this is a long one story lean-to section, partially enclosed, which projects along the east gable of the oldest section. On the property, at the extreme northern end, is a carriage house which is in two sections; a 2 1/2 story frame and clapboard gable roofed unit with a 1 1/2 story lean-to bay with vertical board and batten.  
Block 2, Lot 2.
- #14. Third quarter, 19th century Greek Revival dwelling. 2 1/2 stories, gable end facing street. Three bay, side entrance. 6/6 sash with modern aluminum storm sash. Aluminum siding. Broad modern chimney on outside of building at the front. This building is extensively altered on the exterior. There is a 1920's 2 1/2 story wing and a modern porch patio off the rear and a one story recent addition on the north facade of the 19th century structure. On the property is a 1 1/2 story frame two car garage with dormer, circa 1930's and a small one story summer cottage (c. 1930) in the extreme northeast corner of the property.  
Block 2, Lot 3.
- #15. The stone section of this dwelling is mid-19th century. It has 2 1/2 stories, 2 bays, 2/2 sash, and a slate gable roof with return. Broad gable end chimney. The stone is roughly coursed. A Victorian porch projects out over the entire front facade. Added to the rear sometime in the late 19th century is a 2 1/2 story frame L-shaped wing with a gable roof. The roof is slate, but there is no return at the eaves. There is a modern 1 1/2 story frame garage at the North of the property abutting the roadway.  
Block 2, Lot 4.

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7. Description - cont.

Additional Building Description

- #16. Prall House, c. 1790's. This is a fine 2 1/2 story stone dwelling with corner quoining and keystone lintels. The front facade has 6 bays with a double entrance suggesting, perhaps, two phases of construction, although the detailing on both is identical. The windows are 12/12 sash on the first floor and 12/8 on the second. The front doors, which open directly onto the rooms, are unusually wide. (Later) There is a large kitchen with walk-in fireplace and bake oven (partially removed and sealed off). There were originally two rooms to the front (now the partition is removed making one single large living), each with a corner fireplace. The larger room is also paneled. The mantel is hand fluted and reeded exhibiting quite ornate detailing. The brick hearth of the fireplace has the rectangular form with an unusual elliptical projection. Behind the paneled wall is the hall vestibule which suggests that the building at one time had a different orientation, but the exterior masonry indicates that the south facade was meant to have the main visual impact. The structure's framing of the building is a queen post format with the mortise and tenon rafters having no ridge pole. Around 1940 a kitchen and workshop were added to the east gable end of the house. There is a small one story stone outbuilding at the rear of the property. The dominant feature in the rear is the quarry which supplied the stone for this building and may others in the Stockton area.  
Block 2, Lot 5.
- #17. Early 19th century 1 1/2 story, 3 bay, stone dwelling. This is a simple gable roofed structure with few embellishments. On the west gable end is added a 2 bay, 1 1/2 story frame wing with board and batten siding, slate gable roof, and dormer. It is circa 1930 as is the stone garage at the rear of the property.  
Block 2, Lot 6.



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7. Description - cont.

Additional Building Description

#18. 19th century frame dwelling. This 2 1/2 story building has an undetermined date. The 2 bay east unit may be the earliest. It has a stone foundation and the massing and form of an earlier New Jersey building. The main unit, however, has 2 1/2 stories, 3 bays and a 1930's shed dormer interrupting the slate gable roof. The porch projecting out over the south facade has Victorian characteristics. Off the Northwest facade is a one story small lean-to wing, quite close to the creek. All window sashes are 2/2. Block 5, Lot 1.

Several features of the district should be updated to January 1979:

- A. The railroad coaches were removed sometime in 1978 and have been deleted from the map (formerly located between #11 and #12).
- B. The Garage #7 is presently merely a foundation, but has been left on the map.
- C. There is a 19th century stone arch culvert underneath the railroad at the rear of the Saw Mill Complex, #11.
- D. The bridge across the Wickecheoke Creek is a deck girder and was built by the American Bridge Company of New York in 1913. The railroad company originally titled the Belvidere Railroad was formed in September 1860 and operated into the 1950's.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In Daniel Howell's will dated 1733 he bequeathed the Mill and 73 acres of land to his eldest sons, Daniel and John. John Reading, Jr., long heir to this father's estate, executed a confirmation deed to Daniel and John Howell February 15, 1744 for a grist mill and 73 acres.

On November 14, 1750 Daniel and John Howell sold the Mill and 73 acres to Charles Woolverton of Burlington County. He purchased 1600 acres of land near or joining John Reading's, touching the Wichecheoke Creek and extending northwest of the present village of Rosemont. Woolverton was at one time judge on the New Jersey Supreme Court.

May 7, 1761 Charles Woolverton in his will, bequeathed the grist mill and the land which he owned on the south side of the Creek to his son John. On October 22, 1792 the executors of John Woolverton conveyed the Mill and 73 acres of land to Charles and George Woolverton, sons of John.

Less than two years later the Woolverton's sold the "corn and grist mill and a saw mill" and 73 acres to John Prall, Jr.

John Prall, Jr. was born September 20, 1756. He became a soldier in the Revolutionary War before he was 21. He fought in the battles of Millstone at Germantown, January 20, 1777 and at Monmouth. Prall, one of the area's pioneer merchants, is said to have built an oil and grist mill and a saw mill on the Wichecheoke Creek during his ownership, but it must be noted that a mill apparently already existed on the property by the time Prall acquired the land in the 1790's. Prall also owned a stone quarry east of the mill and across the road. The New Hope/Lambertville Bridge was said to have been built of stone furnished by the Prallsville Quarries. John Prall died in 1831.

At a public auction, the estate of John Prall Jr., deceased, was sold at public auction c. 1832 and William Hoppock and John Wilson purchased the Mill and 73 acres. A deed of June 27, 1832 executed by the Delaware and Raritan Canal Commission guarantees to Hoppock and Wilson sufficient water to be taken from the feeder of the canal for "three run of stones" at all times and for "fourth run of stones"

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Smith Mill (Stover Mill) Property Architectural Evaluation Survey.  
 Charles Tichy. Department of Environmental Protection. October, 197  
 Delaware and Flemington Railroad. Revised map, by Henry C. Kelsey.  
 1874. (New Jersey State Archives: Maps - Section 1, Drawer 12,  
 Prallsville section).

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 17 acres

UTM REFERENCES

A	1,8	50,139,0	4,47,32,0,0	B	1,8	50,14,4,0	4,47,31,1,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1,8	50,122,0	4,47,28,3,0	D	1,8	50,113,0	4,47,31,0,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

see continuation page.

E 18	5 0 1 0 5	4 4 7 3 1 5 0
F 18	5 0 1 1 0 0	4 4 7 3 2 6 0

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Terry Karschner - Historian

ORGANIZATION

Historic Sites Section, Dept. of Environmental Protection (609) 292-2023

STREET & NUMBER

P. O. Box 1420

CITY OR TOWN

Trenton

DATE

TELEPHONE

STATE

New Jersey

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

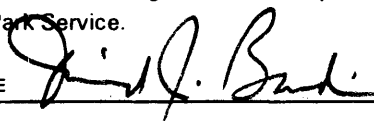
NATIONAL     

STATE     

LOCAL XX

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE



TITLE Commissioner, Dept. of Environmental Protection

DATE August 16, 1976

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE 6-27-79

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: 

DATE June 26, 1979

KEEPER OF THE NATIONAL REGISTER

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8. SIGNIFICANCE (cont.)

except when the latter run damages the canal in the opinion of the company. This water to be used at the old Mill and at the one to be built by the new owners. The Canal Commission agreed to build the necessary culvert from the grist Mill to carry off the water so no injury was done to said Mill and to keep it in repair at all times. (Special deeds Vol 4-page 358).

The water for the other "two run of stones" to be carried out by culvert for the linseed oil Mill. This has at the expense of the Commission and to be kept by them in repair so that no injury would be done to said Mill.

Water taken from the canal was to be under supervision of the company and at the expense of Hoppock and Wilson. Hoppock and Wilson agreed to alter the trunk in their said mill at their own expense so that water would be discharged in the feeder canal.

Wilson sold his half interest in the mill and 73 acres to William L. Hoppock sometime prior to 1850.

Hoppock operated a grist mill and plaster mill powered by water in 1850. He employed two millers who divided \$25 per month between them. (7th United States Census - Products of Industry).

By 1860 the grist mill was grinding nearly 7,000 bushels of grain a year. Unexplicably, the ownership was recorded as being the John L. Hoppock and Company. (8th United States Census - Products of Industry.) No other source, however, mentions a John L. Hoppock and it is assumed that the name was a combination of John Wilson and William Hoppock.

In 1870 the grist mill, operating by water at a 20 horsepower capacity six months out of the year, produced about 16,000 bushels. (9th United States Census - Products of Industry).

Sometime in the early 1870's William Hoppock sold the mill and 73 acres of land to L. O. Kessler and Company for a sum of \$40,000.

In the Hunterdon County Democrat newspaper, dated August 25, 1874 there is a statement describing the burning of the wooden railroad covered bridge over the Wichecheoke Creek at Prallsville. "The bridge

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8. SIGNIFICANCE (cont.)

burned Friday afternoon last (August 21, 1874) together with the mill standing by. The bridge was covered and was about one hundred feet in length. The train had just passed over, and it is supposed that the fire originated from the sparks thrown out by the locomotive." In those years the engines were powered by the burning of wood. The Prallsville saw mill provided and sold wood to the railroad company for stoking the engines. Prallsville was one of the regular supply stations along the Delaware Valley.

Failing to meet his financial obligations, the holdings of the L. O. Kessler and Company were sold at a sheriff sale to I. Stout Stover. He rebuilt the new mill on the burnt foundations of the old mill in 1877 and the date stone appears on the facade of the stone grist mill.

John Prall, grandson of John Prall Jr. at about the year c. 1834 brought an artist named Whitley to Prallsville. He painted several landscape pictures of the area. Two of the paintings were of the Prallsville Mills. One painting was taken from the Pennsylvania side of the river, and the other painting viewed the mill complex from the east. The grist mill appears to be a low building with a very steep roof. The roof line of this mill ran east and west. The mill built in 1877 has the roof line running north and south. The linseed oil mill is shown much as it appears today in 1976. This linseed oil mill is presumed to have been built by John Prall Jr. His grandson in his memoirs states that this building was used as a linseed oil mill, and later as a plaster grinding mill. He states that planks were placed upon plaster bags and religious meetings were held there in his lifetime. Still later the oil mill was used as a post office and grocery store.

If one inspects the south side of the grist mill, it will appear that part of the old mill's stone walls were incorporated into the new structure placed there in 1877.

In April, 1883 Stover sold the mill operation to Joseph Smith and his nephew John W. Smith. Naming the firm the Joseph Smith and Company they pledged to maintain the same flour and feed grain operation while expanding the lumber business and continuing the fertilizer sales.

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8. SIGNIFICANCE (cont.)

While the Joseph Smith and Company was technically dissolved in 1917 half of it was actually divided among Joseph Smith's heirs - Charles, Joseph and Stanley Smith who entered into a co-partnership with their father John W. Smith under the name J. W. Smith and Sons. When John retired in 1921 he released his half interest to these three sons and the mill complex continued under the name J. W. Smith's Sons until 1969 when the operation finally closed.

The Prallsville mills are representative of the village industrial complex as developed throughout the nation in the early 19th to early 20th century. Ideally located as evidence by the site's 200 year plus operation this is one of the few remaining 19th century industrial pursuits on the Delaware and Raritan Canal which has not been seriously affected by modern development.

Further, the Prallsville Mills provides insight into the close interdependence between this industrial operation and the Delaware and Raritan Canal which, by special deed, for the right-of-way through the property assured the mill owners of adequate water supply so that the power would not be diminished by the Canal's operation. Such an agreement was not uncommon - one private concern often aided another for each's mutual benefit. Later, for instance, the Belvidere-Delaware Railroad which supplanted the canal, also made concessions to the mill owners for right-of-way privileges.

The Grist Mill, with much of its late 19th-early 20th century operating machinery, is an especially good example for interpreting the rolling mill process.

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INVENTORY -- NOMINATION FORM**

Prallsville Industrial District  
Stockton Borough  
Hunterdon County New Jersey 034

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9. BIBLIOGRAPHY (cont.)

"Prallsville Mills at Stockton, New Jersey". Austin L. Davison,  
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Wills:

John Prall, Jr. #3912J. 1831.  
William L. Hoppock #7404J. 1874.

The Gazeteer of the State of New Jersey. Thomas F. Gordon, Trenton, 1834  
(Page 220)

History of Hunterdon and Somerset Counties, New Jersey. James P. Snell.  
Philadelphia, 1881 (pp 376, 386-7)

Atlas of Hunterdon County, New Jersey. F. W. Beers. New York, 1873.  
(pp. 64-65).

John Prall Diary. MSS. 1876. Owned by Austin Davison.

Hunterdon County Records:

Settling the estate of John Prall, Jr., Docket #04648.  
September 9, 1834.

Jos. Smith and Company. Advertisement. 1885

"Prallsville Roller Mills - Royal Patent" - flour bags of various sizes.  
Owned by Austin Davison, Stockton, New Jersey.

Additional data supplied by:

Austin Davison, Stockton, New Jersey. Lineage to the Prall family.

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**NATIONAL REGISTER OF HISTORIC PLACES  
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10. Verbal Boundary Description

Beginning at the intersection of the Stockton Boro/Delaware Township and the west curb of New Jersey State Highway Route 29 (Risher Street) proceed southerly along the municipal boundary to the intersection of the Delaware and Raritan Feeder Canal. Thence, proceed southerly along the north wall of the canal to the lock (now a water control gate). Thence, proceed northeasterly to the southernmost corner of Block 5 Lot 3. Thence, proceed northerly along said property line to Route 29, crossing said road to the southernmost point of Block 2, Lot 6. Thence, proceed north along said property line to Block 2, Lot 5. Thence, proceed easterly along the property line of Block 2, Lot 5 to the southeast corner, north to the northeast corner, west to the northernmost corner - joining up with Block 2, Lot 3. Thence, proceed westerly along the property line of Block 2, Lot 3 to the easternmost point of property Block 2, Lot 2. Thence, proceed along said property north and then west to the junction of Worman Road and Block 2, Lot 2. Thence, proceed southwest along the curb of Worman Road to the intersection of Route 29. Thence, proceed west across Route 29 and north along the curb of Route 29 to the point of beginning.



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The boundaries of the Prallsville (Smith's Mills) District were established in the following manner:

The northeast and north boundary is the Stockton/Delaware Municipal line and Worman Road.

The east boundary includes the quarry and the historic properties which immediately abut Route 29. Although there are a number of historic structures further south none appear to be historically or culturally associated with the mill complex.

The west boundary is the east bank of the Delaware and Raritan Canal to the junction of the Wickecheoke Creek.

These boundaries were delineated to incorporate the properties most intimately associated with the mill buildings.

A residential historic district probably exists further south in the main part of the borough, but Prallsville and Stockton Village are geographically distinct.

The original description of buildings # 13 and 14 (north of Worman Road) have been deleted.

The amended building description (#13-18) should have been incorporated in the original application, but was omitted. The properties now in the district have the same owners as were originally listed.

The 18th century Linseed Oil Mill was identified as a General Store, which it was in the mid-19th century. It is now listed as #9 - General Store/ Linseed Oil Mill.

The archaeological potential of Prallsville District is very good considering the period of operation of this industrial complex (mid-18th to mid-20th centuries) and its undisturbed character. The present grist mill itself appears to be on an 18th century mill foundation, but no other 18th century foundations have been encountered in the resource survey.

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Prallsville Industrial District (Smith's Mills)

Stockton

Hunterdon County, New Jersey

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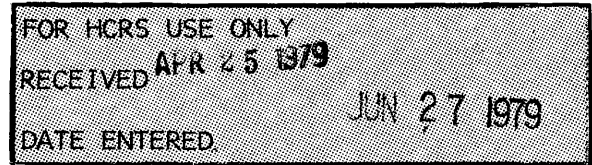
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LIST OF PROPERTY OWNERS

Block 1	Lot 1	Unknown to the Borough of Stockton: Possibly public R.O.W.
Block 2	Lot 2	✓ David L. and Karen L. Holmes Risler and Worman Streets Stockton, NJ 08559
Block 2	Lot 3	✓ Michael and Ann Sodi Risler Street Stockton, NJ 08559
Block 2	Lot 4	✓ Anthony L. Zega Risler Street Stockton, NJ 08559
Block 2	Lot 5	✓ Paul B. Paolborg Risler Street Stockton, NJ 08559
Block 2	Lot 6	✓ Frank and Catherine Pennett Risler Street Stockton, NJ 08559
Block 05	Lot 01	✓ Mary Mannon Risler Street Stockton, NJ 08559
Block 05	Lot 02	✓ State of N.J., Dept. of E.P. Labor and Industry Building, Room 809 Trenton, NJ 08625
Block 05	Lot 03	✓ Frank and Catherine Pennett Risler Street Stockton, NJ 08559
Block 50	Lot 01	Unknown to the Borough of Stockton.
Block 50	Lot 02	Unknown to the Borough of Stockton.
Block 52	Lot 01	Unknown to the Borough of Stockton. Possibly public R.O.W.

Information supplied by Tax Assessor,  
Stockton Borough. 5/21/78



# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

Prallsville Industrial District (Smith's Mills)  
Stockton, Hunterdon County, New Jersey

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## LIST OF PROPERTY OWNERS

- |                 |   |
|-----------------|---|
| Block 2 Lot 2   | David L. and Karen L. Holmes<br>Risler and Worman Streets<br>Stockton, NJ 08559   |
| Block 2 Lot 3   | Michael and Ann Sodi<br>Risler Street<br>Stockton, NJ 08559   |
| Block 2 Lot 4   | Anthony L. Zega<br>Risler Street<br>Stockton, NJ 08559  |
| Block 2 Lot 5   | Paul B. Paolborg<br>Risler Street<br>Stockton, NJ 08559   |
| Block 2 Lot 6   | Frank and Catharine Pennett<br>Risler Street<br>Stockton, NJ 08559  |
| Block 05 Lot 01 | Mary Mannon<br>Risler Street<br>Stockton, NJ 08559  |
| Block 05 Lot 02 | State of New Jersey, Department of Environmental Protection<br>Labor and Industry Building, Room 809<br>Trenton, NJ 08625 |
| Block 05 Lot 03 | Frank and Catharine Pennett<br>Risler Street<br>Stockton, NJ 08559  |

Information supplied by Tax Assessor,  
Stockton Borough, 5/21/78

Revised 3/1979 Terry Karschner

● DISTRICT BOUNDARIES

■ LATE 18th - EARLY 19th CENTURY

■ MID 19th CENTURY

■ LATE 19th CENTURY

■ EARLY 20th CENTURY

PRAHNSVILLE DISTRICT  
(SMITH'S MILLS)  
STOCKTON BORO  
HUNTERDON COUNTY  
NEW JERSEY 034

north

WICKTECHUCKE

RISLER ST

FEDER CANAL

RARITAN

TOWNSHIP  
STOCKTON

DEL AWARE  
0 262 CAC 8

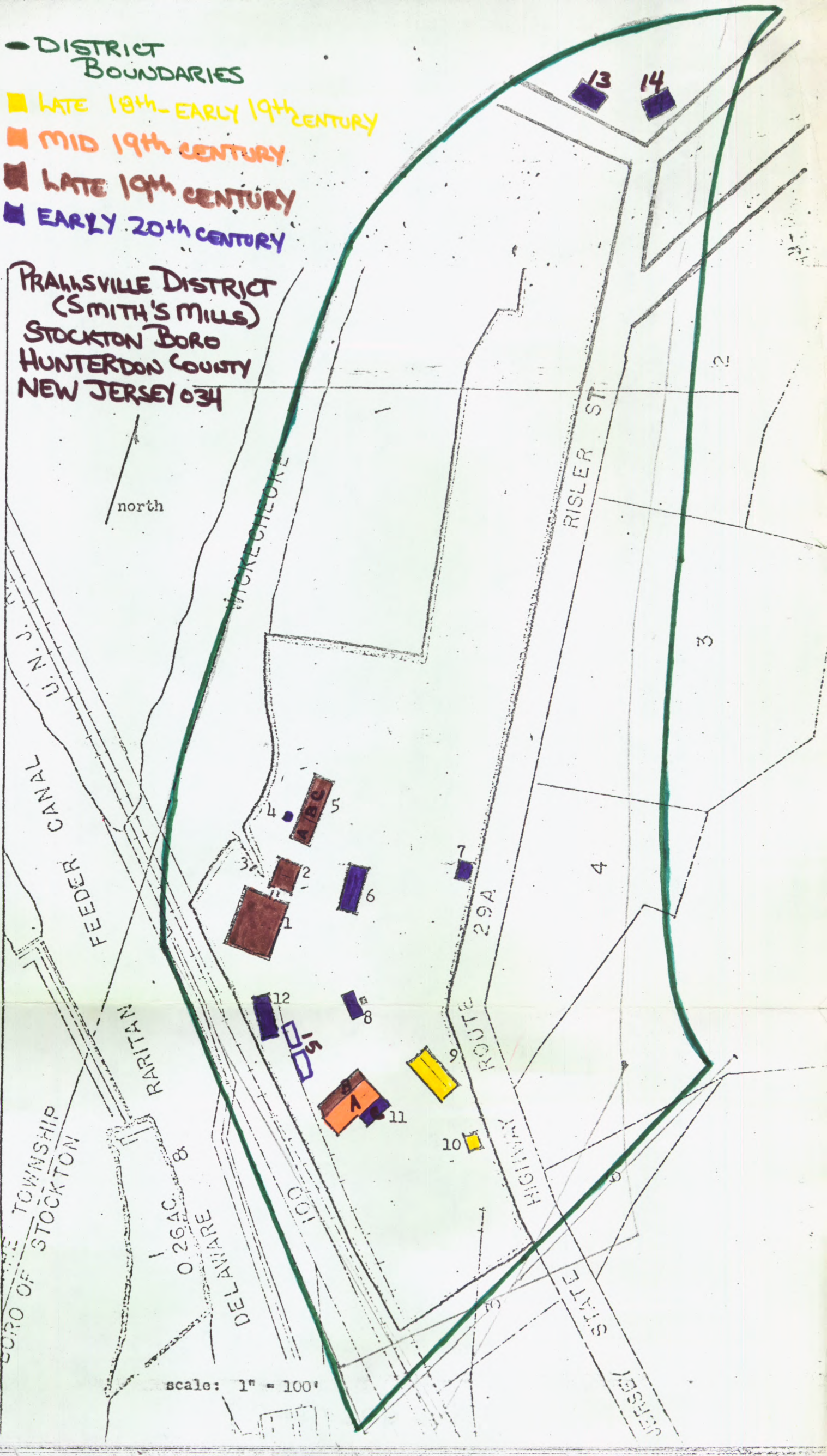
ROUTE 29A

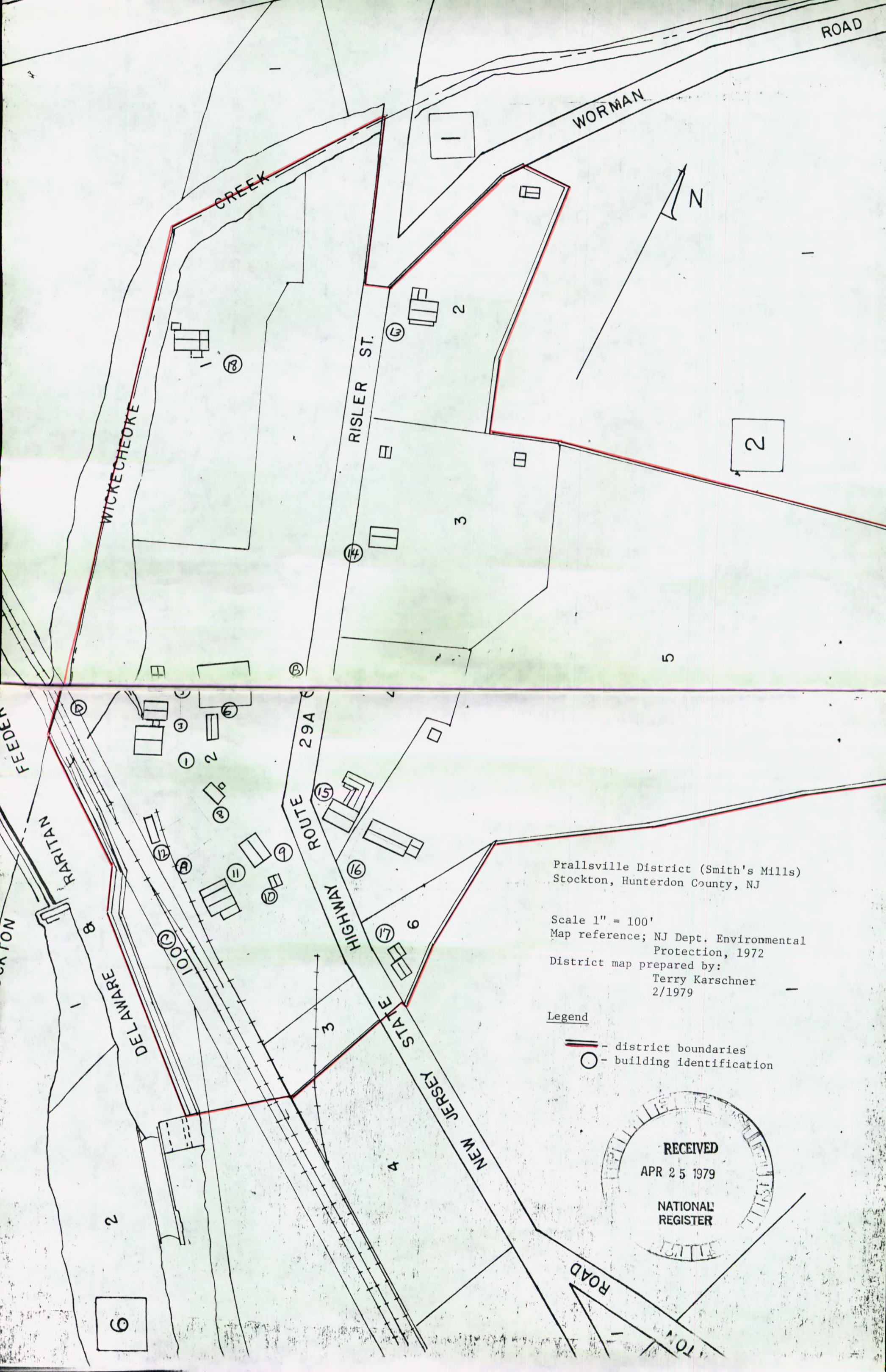
HIGHWAY

STATE

NEW JERSEY

scale: 1" = 100'





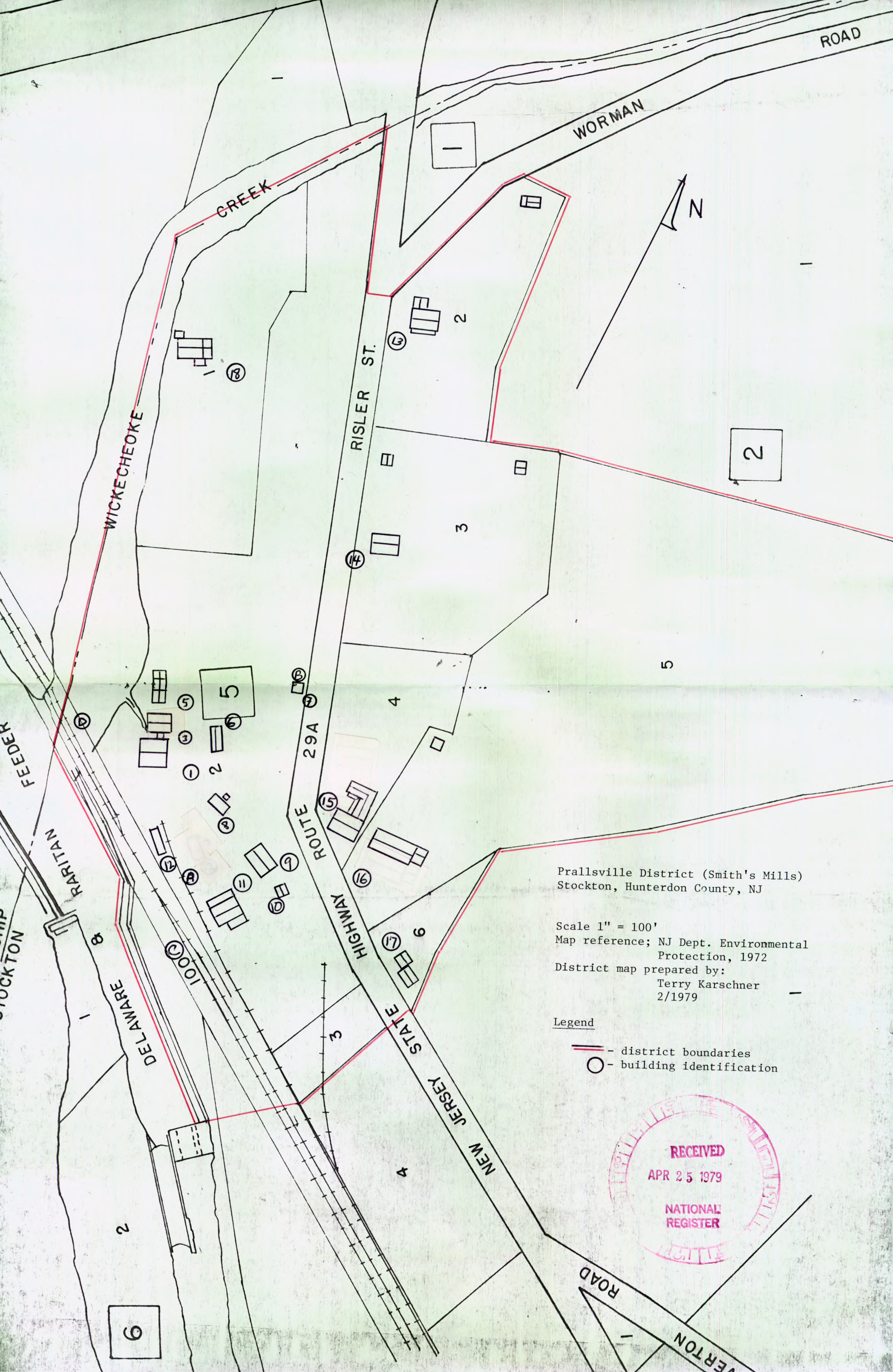
Pralville District (Smith's Mills)  
 Stockton, Hunterdon County, NJ

Scale 1" = 100'  
 Map reference; NJ Dept. Environmental  
 Protection, 1972  
 District map prepared by:  
 Terry Karschner  
 2/1979

Legend

- district boundaries
- building identification







Pralville District (Smith's Mills)  
 Stockton, Hunterdon County, NJ

Scale 1" = 100'  
 Map reference; NJ Dept. Environmental  
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Legend

-  - district boundaries
-  - building identification



6

2

5

4

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29A

ROUTE

HIGHWAY

NEW JERSEY STATE

WICKECHOKE

CREEK

RISLER ST.

WORMAN

ROAD

VERTON

ROAD

STOCKTON

FEDER

RARITAN

DELAWARE