

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only
received **SEP 14 1982**
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Bridgeton Historic District

and/or common

2. Location

Roughly bounded by → Teddy Pond, north west south west, and Belmont Aves, Water and Commerce Sts., NJ Central RR, Irving, Walnut, Bank, Penn and

street & number Irregular pattern (see map attached) N/A not for publication Laurel St.

city, town Bridgeton N/A vicinity of ↪ also south Ave. between Pine St. and Garfield Ave. congressional district 2nd

state New Jersey code 34 county Cumberland code 011

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" 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 checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input checked="" 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 checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial <input type="checkbox"/> transportation
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership (more than 50 owners*)

street & number

city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Cumberland County Court House

street & number West Broad Street

city, town Bridgeton state New Jersey

6. Representation in Existing Surveys

title Potter's Tavern, Saml. Seeley House, Stranger Law Office, Woodruff-Lee House, Buck-Elmer House, Robert Elmer House, First Presbyterian Church, Gen. Giles House* has this property been determined eligible? yes no

date various 1936-1962 federal state county local

depository for survey records Library of Congress

city, town Washington state D.C.

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" 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		

Describe the present and original (if known) physical appearance

Bridgeton, New Jersey is unique geographically, architecturally, and socially. Rising to the east and west from the valley of the Cohansey River, Bridgeton is surrounded by an agricultural area of fields and some woodlands. The river, providing power and transportation, and the surrounds, providing abundant produce as well as sand and minerals, made it a natural center for commerce and industry. The early settlers in the late seventeenth and early eighteen centuries made use of the river for sawmills, later inhabitants started iron and woolen mills, and in the nineteenth century canning, glass making and machine industries boomed. Although most of the industries and their structures are now gone, the residential, commercial, and institutional buildings which remain attest to the success and stability of Bridgeton in the nineteenth century. Large architect designed buildings, the symbols of the wealth and power of their inhabitants, sit side by side with the more modest A-Front Double as evidence of a cohesive society which contributed not only to its region but to the nation and the world.

The proposed National Register District covers some 616 acres and consists of two areas, one large, one small, containing a large part of Bridgeton's commercial center and residential neighborhoods, as well as some industrial sites. The larger section, enclosed by an irregular line, comprises eighteen and nineteenth century residential, commercial, and industrial areas of the city. The smaller section is a rough rectangle enclosing a primarily nineteenth century residential area. The two sections are separated by a state highway and a vacant redevelopment site.

Bridgeton grew as two villages, one on each side of the Cohansey River. The site was unique in that it was surrounded by hills in otherwise flat countryside. Well placed at a point where the river itself is relatively narrow and, unlike areas further upstream and downstream, not surrounded by flood prone marshland, the two villages grew. Cohansey, the village on the west side of the river was laid out in a grid pattern. The village on the east side of the River was simply called "The Bridge" and developed within a narrow strip along East Commerce Street, a road which led away to the east and south from the bridge. Long before the town was incorporated in 1865 the villages were locally labeled as Bridge Town, pronounced Bridgeton.

The Bridgeton Historic District includes some 2,000 residential, commercial, and institutional buildings, one major industrial complex, and several archeological sites. There are sixty-seven intrusions within the boundaries of the district. These are generally commercial structures, such as gas stations or "7-11" markets or modern factory and warehouse buildings. The integrity of individual buildings varies, with some virtually perfect examples, and others on which original detail still exists obscured by easily removable modern accretions. The district as a whole has integrity in that it contains the evidence of the entire social and architectural history of Bridgeton. The various elements are unified by common building forms, lot sizes, the tree lined streets, presenting a complete view of a nineteenth century culture.

Lots generally run 50' x 150', a tradition established early and still maintained. The large size gives ample room for grass, trees, and other plantings, affording

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 checked="" 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 checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian
<input checked="" 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 checked="" 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 checked="" type="checkbox"/> other (specify)
	<input checked="" type="checkbox"/> invention			
Specific dates	N/A	Builder/Architect	N/A	

Statement of Significance (in one paragraph)

Bridgeton is significant because its industrial, architectural, and social heritage is unique. It is a nineteenth century town whose extraordinary diversity of industry and commerce gave it rare economic stability, and whose benevolent paternalism gave it an equally rare social stability. It has a great variety of architectural designs unified by one form, the vernacular A-Front Double House. ✓

The history of Bridgeton covers a span of almost three hundred years and its heritage is significant in a number of areas, all of which are represented in the proposed district. The architecture includes examples from the eighteenth century to the twentieth, with a predominance of nineteenth century buildings, both modest and extravagant, by local builders and well known architects, which comprise a textbook of that century's styles. Particularly notable is the local vernacular A-Front Double, which forms the basis for a variety of treatments throughout the nineteenth century. ✓

The survey on which this nomination is based did not include archeological investigation. Some work has already been done by John Milner on the Cumberland Nail and Iron Works site. Other areas probably also have potential, although most of the industrial and commercial sites have undergone so many changes that retrieving clear data may be difficult. The Ferracute Machine Company is the most recently vacated site and has remained relatively undisturbed since it was rebuilt after a fire in 1903. Other possible areas are Mill Town, Indian Fields, and the banks of the river. The areas deemed to have most potential are included in the district. ✓

Bridgeton was, in the nineteenth century, the commercial center of West Jersey. It was the trading point for the abundant agricultural produce of the area. Its numerous canning and glass factories sent their wares throughout the nation via river, road, and rail. Its most impressive industry, the Ferracute Machine Company and its founder, the inventor Oberlin Smith, were famous throughout the world, and made significant contributions to manufacturing technology.

The first known settler, Richard Hancock, set up a sawmill sometime in the 1680's, and Bridgeton grew steadily, although modestly, throughout the 18th century as two separate towns, one on each side of the river. The early settlers of the area were migrants from New England in search of a milder physical and spiritual climate. They brought with them a style of architecture - braced frame clapboard box-like buildings - and a strong belief in education and Christian principles. Industrious, thrifty, and conservative, they laid the groundwork for stable commercial and social institutions and early set the cornerstones of churches and schools. They also established the town as the seat of Cumberland County and as an official U.S. Port of Entry. In addition, these early settlers spawned lawyers and doctors who represented the area in state and national government (Drs. Jonathan and Ebenezer Elmer) and distinguished themselves in the Revolutionary War (The Drs. Elmer and Cols. Potter, Buck and Seeley). The Society of St. Tammany was founded by Dr. Ebenezer Elmer in 1787 at his house on Vine Street. ✓

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreeage of nominated property 616 Acreeage of area bounded by UTM's: 935

Quadrangle name Shiloh, Bridgeton, NJ

Quadrangle scale 1:24,000

UMT References

A

1	8	4	8	0	3	1	0	4	3	6	5	6	5	0
Zone		Easting				Northing								

C

1	8	4	8	1	2	8	0	4	3	6	3	9	3	0
Zone		Easting				Northing								

E

1	8	4	7	9	7	6	0	4	3	6	2	8	5	0
Zone		Easting				Northing								

G

1	8	4	7	8	4	5	0	4	3	6	4	7	2	0
Zone		Easting				Northing								

B

1	8	4	8	0	7	0	0	4	3	6	5	6	1	0
Zone		Easting				Northing								

D

1	8	4	7	9	7	1	0	4	3	6	3	9	9	0
Zone		Easting				Northing								

F

1	8	4	7	8	9	3	0	4	3	6	3	1	4	0
Zone		Easting				Northing								

H

1	8	4	7	9	7	8	0	4	3	6	4	6	6	0
Zone		Easting				Northing								

Verbal boundary description and justification

See attached map and continuation sheet.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

11. Form Prepared By

Minor revisions by Susanne Hand, Office of Cultural and Environmental Services, 1981.

Boundary revisions by Anita Impellizeri OCES '8

name/title Trina Vaux, Thomas Ewing

organization Hugh J. McCauley, AIA & Associates date 5/15/1980

street & number 2103 Lombard Street telephone (215) 732-8154

city or town Philadelphia state Pennsylvania

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Laura Schmitt Helen C. Decker 9/1

title _____ date 2/22/82

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I hereby certify that this property is included in the National Register

Bruce M. Boyd date 10/29/82

Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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7. DESCRIPTION (Continued)

pleasant relief and variety along the residential streetscapes. Most houses are set back from the street behind a wood or iron fence with garden, walkway, and the ubiquitous porch. The commercial district (roughly four blocks on each of two intersecting streets) is, of course, more dense than the residential areas, but its wide thoroughfares and relatively low buildings (five stories at most) nevertheless allow breathing space.

The materials used in construction were wood, brick and a local New Jersey red/brown sandstone. The latter two were used primarily in basements and foundations, although there are a few (mostly 18th century) buildings made entirely of brick or large irregular pieces of sandstone laid in mortar. Most buildings are wood with occasional ironwork on the porches. Roofs were originally covered with wood shingles, slate, or tin. Much of the slate and tin survives; wood has usually been replaced by modern mineral surface asphalt shingles.

The most common form of domestic architecture in Bridgeton is the double house comprising over 80% of buildings in the district. It often has a front-facing gable - hence the local designation "A-Front Double." The saltbox with flat-top roof brought by early settlers from New England, along with the A-Front, comprises the basic architectural vocabulary of Bridgeton's braced-frame houses. It is on this base that all the varieties of 19th century styles, from Greek Revival to Queen Anne, Gothic, and Stick Style were overlaid in various degrees depending on individual finances and taste.

Almost all buildings in town have at least some pretence to style, from the plain flat-top with a row of dentils to the full-blown Bracketed Villa or a Queen Anne complete with turrets, bays, and a variety of shingle shapes. Porches are strikingly omnipresent on both vernacular and high style buildings. Made of highly decorated wood or iron, they are often the opportunity for an otherwise nondescript building to show off the good taste of its owner. Throughout the 19th century, but particularly during the 1880's when mansard roofs were added to numerous existing structures, the basic forms put on fashionable faces.

Although the local vernacular is predominant, Bridgeton also has fine examples of the work of Philadelphia architects: J. C. Sidney, T. U. Walter, S. Sloan, J. Sims, S. H. Windrim, Addison Hutton, Isaac Pursell, Hazlehurst & Huckel, and probably Strickland and Button (Buildings by the former are as yet undocumented attributions. Those known to be by the latter are now gone although it is reasonable to assume that there are others, not yet documented, still in existence). Structures designed in grand style by grand architects tend to be institutional - churches and banks -or houses of the wealthy and prominent located on the west side of the river.

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7. DESCRIPTION (Continued)

The 21 churches are the most common institutional buildings in Bridgeton District. Some were designed by well-known Philadelphia architects (Sloan, Sims, Pursell, Durang), others by competent local builders. In date and style they ranged from late 18th century Georgian to early 20th century Romanesque.

In the late 1680's the first of many mills was built near East Lake and since there was a dam and water rights to be bought and sold, other mills were built in the same area. Housing was needed for the people who worked the mills and a neighborhood was born which was naturally called Mill Town. This neighborhood was in the vicinity of East Commerce and North East Avenue. There was a saw mill, woolen mill, grist mill and an ice house just south of the foot of East Lake. The important land and mill owners traditionally built their houses very close to the workplace. The Buck house (see photo) of the mid 18th century stands today on North East Avenue not far from the DuBois house (see photo) of the mid 19th century. Both families were mill owners who invested in other business in Bridgeton and who owned and developed land near the mills. Workers' housing was poorer and not as durable, but some examples like the Fauver or Crooked End house survive today (249/51 East Commerce Street - see photo).

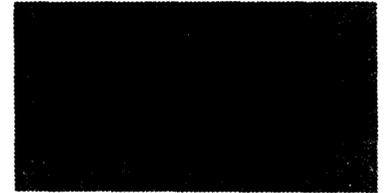
The Ferracute Machine Company on the East shore of the East Lake is the most important industrial complex still standing in Bridgeton. Founded in 1896 by Oberlin Smith, Ferracute burned in 1903 and what remains today dates from the latter period, with the exception of an 1870's shop building to the north of the main complex. The structures are generally large, of simple design, with the exception of the office building, which is late Queen Anne brick.

The surviving buildings in the general neighborhood of Mill Town run the complete spectrum from the 1790's Fauver house, a gabled, two story, clapboarded tenant house with a broken motorcycle chained to a porch post, to the 1815 Jonathan Elmer house, a flemish bond brick, flat top gable lawyer's office with a fancy foreign car parked at the curb, to the 1950's Colonial Revival at the corner of East Commerce and Church Streets. Between these are many fine A-Front Doubles, Bungalows and mansard style dwellings which have grown up since the area was known as Mill Town.

North of the Mill Town neighborhood along the east end of Irving Avenue and above East Lake is the area known as the Indian Fields neighborhood. Early settlers negotiated with the local natives and set aside this tract of land for the seasonal camps which the Indians set up for trading with the white men. There never was much development in this area until the very late 19th and early 20th centuries. The first real impact on the area of Indian Fields was the 1850's railroad depot at the intersection of Irving Avenue and Walnut Street, now demolished. The most important building in the neighborhood is the 1894 Irving Avenue Public School (see photo), a Georgian Revival, brick building which is a local landmark. The housing stock in the area is a good, but small, collection of A-Front Doubles and Bungalows.

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7. DESCRIPTION (Continued)

Between Mill Town and Indian Fields is the North East Avenue and York Street neighborhood. A long narrow section on the west bank of East Lake, this area contains some of the finest examples of grand style Bracketed Villa, vernacular Gothic, Second Empire and the Mansard Doubles and a fine pair of pattern book houses. The streets are lightly traveled, tree-lined and civilized. Double or Twin houses are, as always in Bridgeton, the bulk of the housing stock. North East Avenue connects East Commerce Street to the south with Irving Avenue to the north.

One of the more colorful neighborhood names in Bridgeton is Turkey Loper Hill. At the west end of Irving Avenue, between North Laurel and Cohanse Street, there is a hill which slopes to the west. The land owner in the 19th century was named Loper but no one can explain the Turkey part of the name. The hill represents a joining of several neighborhoods. Cohanse Street at the foot of the hill parallels the river and once gave access to the industrial developments on the east bank of the Cohanse, while the long hill of Laurel Street rises steadily from the center of town toward the old toll road to the north. Below Irving Avenue on Cohanse Street there is a new public housing development which replaced older buildings. Above Irving Avenue there are several survivors of simple workers homes of 1860's vintage and a fine group of double Gambrel houses built in the 1880's (see photo). Laurel Street has a mixed collection of styles and types from the 1830's to the 1890's with New England Saltbox, flat top gables, Greek Revival, and Queen Anne (see photos).

The commercial center of Bridgeton and the heart of the town is the intersection of Laurel Street and East Commerce. At this point North Laurel is separately identified above East Commerce from South Laurel. Offices, retail shops, and banks all cluster in a dense two block square area which was heavily used and well maintained until the days of the regional mall. Local efforts to breathe new life and revitalize the business establishments are underway with city government improvements. New brick sidewalk paving, lamp posts of appropriate design and benches for pedestrian shoppers have been installed and a facade restoration program is beginning. The oldest surviving commercial buildings have wood plank facades above and around the store fronts which have the appearance of cut stone and some have quoins adorning the corners. These buildings date from the 1850's and 1860's and several of this type can be found on the north side of East Commerce between Laurel and Pearl Streets. The best preserved is Weber's Candy Store on South Laurel on the west side. Many modern store-fronts have been applied over the original materials as in any commercial district in the country. The two most impressive historic buildings in the commercial district hold down the west side of the intersection of East Commerce and Laurel, they are: The Cumberland National Bank (see photo), 59-61 East Commerce, built in 1886-7, and designed in high Queen Anne style by Hazlehurst & Huckel of Philadelphia and the McGear Brothers Building directly across the street which was built in 1871, and designed by Addison Hutton also of Philadelphia (see photo). Both have been altered and damaged by modern treatment but retain quite a lot of the architectural power which their designers intended to last.

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7. DESCRIPTION (Continued)

From Mill Town to Indian Fields to Turkey Loper Hill and the commercial center, the area on the east side of the Cohansey River described is generally a square. Within the square there is a cobweb pattern of streets in a central neighborhood of high density simple worker's homes between which there is the occasional high style house. There exist on Pearl, Bank, Walnut, and Church Streets simple vernacular houses, usually doubles, in a variety of styles and with occasional flairs of design which are punctuated by high style Bracketed Villas right out of the books of Samuel Sloan, Gothic Cottages like the ones A. J. Downing published, and many fine Second Empire mansions.

Many of these are large single buildings with lawns and side yards which are set back from the street in a gesture which best shows the design as picturesque. These and more recent double houses of fine pattern book design were built by residents who gained wealth but did not wish to leave their old neighborhoods.

The west side of the Cohansey has three basic neighborhoods which have no specific names that are known today. Unlike the neighborhood described above, the Lake Street and West Commerce neighborhood is almost exclusive in its attitude. The houses in this area are almost all large single mansions which were built by the aristocracy of Bridgeton from the 1790's to the early twentieth century. The David Sheppard House, called Ivy Hall, is located at the foot of the West Commerce Street hill at #31 and was probably the first of the mansions in the neighborhood (see photo). It is a Federal style, five bays wide, three story brick building which stands a full story out of the ground at the top of the basement wall. It is now a restaurant called the Grand Old House. Upon the crest of the hill at 65 West Commerce Street there is a large wooden Greek Revival Villa built by Dr. William Elmer sometime between 1812 and 1834 (see photo). Next to this building at #8 is the Nixon House, a fine Italianate Bracketed Villa designed by Thomas U. Walter of Philadelphia (see photo). A few doors further up the street at the northeast corner of West Commerce-Giles Street stands the West Presbyterian Church, designed by Samuel Sloan in 1868 and finished by James P. Sims, both architects from Philadelphia (see photo). Running parallel to West Commerce to the north is Lake Street which has a very fine collection of houses including the Westcott House, called The Seven Gables, 25 Lake Street, which was built in 1872, and is one of the best Stick Style designs in West Jersey (see photo). The Lake Street area was laid out with the landscape very much in mind as trees intrude on the roadway in a manner so civilized that no city with a Streets Department would tolerate such a pleasant and natural thing. At the east end of Lake Street there is an island of green surrounded by a road on which stands the Nail Master's House, 31 Franklin Drive, an Italianate Villa which is Greek in all details and was built for R. C. Nichols in the 1850's (see photo). Around the edge of the ring road are a good collection of houses in various turn-of-the-century revivals styles: Colonial, Tudor,

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7. DESCRIPTION (Continued)

and Shingle Style. The neighborhood in general is lightly developed and very pleasant. The contrast with the best neighborhood on the east side of Bridgeton is remarkable. The York and North East Avenue area always had the worker's homes adjacent to the great homes but that was never the case in the Lake and West Commerce Street area.

The second area of interest in the west side of Bridgeton is the West Broad Street neighborhood. West Broad is a wide highway and part of the State Route #49, which at the far west of Bridgeton is called Shiloh Pike. The road runs down-hill from the west and over a bridge at the Cohansey River. The West Commerce Street neighborhood lies to the north and is parallel to West Board. The oldest extant buildings are near the river between Atlantic and Franklin Streets. Potter's Tavern, 49 West Broad Street, which has long been respected as an historical shrine and is listed individually on the National Register, stands today restored next to the Sheriff Burgin stone storehouse. Both buildings survive from the 18th century but Potter's Tavern was important to Revolutionary War lore since it was the site of the posting of the radical publication "The Plain Dealer." One block west and across the street there is a short row of brick Philadelphia style, two story, Flemish bond houses which date from the 1740's. The neighborhood did have a plan and street names which were based on Philadelphia's utopian grid. One block west at 143 West Broad Street stands the General Giles mansion which was built in the 1790's by this Revolutionary War hero. It is a five bay, two story, clapboarded, hip-roofed house which was recorded by H.A.B.S. in the 1930's. A great deal of the original historic fabric of the neighborhood has gone now and been replaced with convenience commercial and other business establishments. The Old West Broad Street Presbyterian Church and graveyard are, however, still intact and have been placed on the National Register and been restored. On the south side of West Broad where it meets Shiloh Pike the red brick church stands in the midst of the burial grounds looking very much like a Quaker Meeting House. It was given to the City of Bridgeton in the late 1790's by the will of a local Quaker who thought it proper that Christians in the towns should not have to go out of town for worship on the Sabbath.

The third area or neighborhood in the west section of Bridgeton is the Atlantic Street neighborhood which could be called Mulford Hill. The family was an important and large one in 19th century Bridgeton. The land west of the river and south of West Broad Street east of Fayette Street was owned by various Mulfords who built houses there from the 1870's to the 1890's. They gave the land and hired the architect, S. D. Button of Philadelphia, to build the South Jersey Institute in the area now known as Institute Place and Woodland Drive. After the Institute was demolished, a small collection of early 20th century houses was built on the land in various revival styles including one very interesting English Thatch Cottage made of Jersey sandstone reused from the institute structures (see photo). All along Atlantic Street there are Queen Anne doubles. A few are built of red brick, but the bulk of the houses are wood

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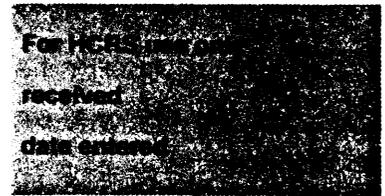
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7. DESCRIPTION (Continued)

frame with handsome carved wood porches and a great deal of fancy cut wood shingles in the gables of the A-Fronts. West of the Atlantic and Fayette Streets neighborhood the housing stock tends to be newer, and the most predominant style is the early Bungalow or Arts & Crafts house. After the turn of the 20th century, front porches which appear so often throughout the district lost their popularity as evidenced in the newer designs in this neighborhood.

The description above refers to the district area which is contiguous as shown on the city map U.T.M. coordinates A through H. The South Avenue neighborhood is separated from the main portion of the district by a large urban renewal area between East Commerce Street and East Broad and between the north end of South Avenue and East Broad Street. Since nothing remains of the late 19th century housing and business establishments in this area, it is not included in the proposed district, and it isolates the South Avenue neighborhood from the rest of the town.

South Avenue is the main artery which allows access from Bridgeton to the town of Fairfield, south of Rocap's Run. The neighborhood was traditionally a poor area and a black settlement in the late 19th century, which also housed the early 20th century immigrant workers. The old glass plants along the east bank of the Cohansey River are gone, and today the area depends on the food processing plants just west of South Avenue for employment. The housing stock along South Avenue is a plain vernacular collection of as many single houses as doubles (see photos). The area was never dense in the way that the area north of East Commerce Street was and is. The South Avenue neighborhood has some original company housing which was built at the end of the 19th century in a row of five contiguous two story wood frame dwellings on Eagle Street between Grove and South Avenue just south of Willow Street (see photo). One of the important institutional buildings in this neighborhood is the Fourth Methodist Episcopal Church on South Avenue between Henry and River Streets (see photo). It is a fine example of the Queen Anne style which was built in 1888 and designed by Harvey N. Smith of Philadelphia.

Overall, with the exception of some demolition in redevelopment areas, the building stock in Bridgeton has not been much altered since the 1930's or before. A combination of poverty and pride has generally kept the wreckers at bay. The aluminum siding salesman is, as usual, persuasive, but 19th century color is beginning to replace the monotonous white of mid-20th century taste. Deterioration has been the greatest enemy of the town's structures, but preservation measures are an important part of the present administration's goal to "Bring Back Bridgeton," and progress can already be seen in buildings undergoing rehabilitation all over town.

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The district contains a relatively small number of buildings less than 50 years old which are not labeled intrusions because they are similar in use, scale, setback, and materials to the historic buildings in their immediate surroundings. Other buildings in the district may appear intrusive because of alterations, but were not so labeled unless the alterations were found to be irreversible.

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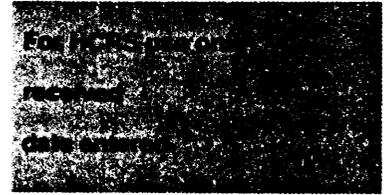
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7. DESCRIPTION (Continued)

Intrusion Explanation

Of some 2,000 structures in the proposed district, sixty-seven are intrusions. They are so designated because in their disposition on the site, their architectural character, physical condition, and use they detract from the integrity of their surrounding neighborhood and the district as a whole. Most of them are modern commercial or industrial buildings less than fifty years old, of no particular style.

INTRUSIONS

BLOCK NUMBER	LOT NUMBER	TAX MAP PAGE
49	13	14
51	2	14
51	3	14
51	4	14
52	28	14
59	14 - South only	16
59	18	16
59	24	16
59	25	16
60	22	17
63	35	18
63	38	18
63	39	18
79	12	25
83	32	24
83	33	24
83	34	24
83	35	24
83	36	24
83	37	24
85	17	25
85	18	25
86	1	25
86	15 - North only	25
88	1	26
88	5	26
88	8	26
88	11	26
96	11	29
100	16	31
101	14	30

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7. DESCRIPTION (Continued)

INTRUSIONS (Continued)

BLOCK NUMBER	LOT NUMBER	TAX MAP PAGE
104	25 - NE corner	33
105	6	33
122	35	55
144	14	50
144	15	50
239	31	72
240	13 - S. side	73
240	21	73
257	1	76
257	2	76
257	3	76
259	5	76
259	6	76
259	8	76
259	9	76
259	10	76
259	11	76
261	1 - E. side	77
265	1	78
265	2	78
265	10	78
265	13	78
266	9	78
266	12	78
266	16	78
266	17	78
266	18	78
267	25	78
267	27	78
267	28	78
270	24	29
270	25	29
270	36	29
270	37	29
278	3	86
278	4	86

Intrusions are indicated on tax maps with an X.

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7. DESCRIPTION (Continued)

Central Business District Integrity

The central business district of Bridgeton has, like all such areas, changed over the years. Merchants are always among the first to modernize in an attempt to advertise their wares in the most attractive up to date fashion. In fact, the commercial center saw more historically acceptable alterations in the nineteenth century than it has seen of what we might consider destructive change in the twentieth. Those buildings which have been recently altered have not been done irrevocable damage. Moreover, many merchants are taking sincere steps to restore their facades.

The commercial center contributes two of the most important institutional buildings in town, Hazlehurst and Huckel's Cumberland National Bank and Addison Hutton's McGrear Building. Although both have been altered to some degree, the designs are fine enough that the buildings still convey their original power. In addition there are a number of fine unattributed Italianate commercial structures, many made of wood cut to look like stone, complete with quoins. Some have been covered by easily removable new materials. Others remain intact.

The inclusion of a commercial center which still contains a number of unaltered or only mildly altered historic structures is vital to the integrity of a district which covers the totality of Bridgeton's social and cultural heritage. Without its commercial life, its economic heart, the town's residential neighborhoods would be meaningless.

Verbal Boundary Justification

The boundaries of the Bridgeton Historic District have been drawn to include the bulk of the town's historic structures and neighborhoods. The numbers refer to lines on the accompanying map. The extreme irregularity of the lines allows exclusion from the district of obviously ineligible buildings, such as a high rise apartment house on East Commerce St., a public housing complex on Cohansey St., and derelict structures on Nichols St. At the same time it allows inclusion of significant buildings and sites, such as the Ferracute Machine Co., a glass works union hall, and a Tuscan style firehouse.

In most cases the building stock beyond the boundaries is either derelict or modern tract type housing or modern industrial or warehouse buildings. Within the boundaries, at the edge, is traditional housing stock, generally in good condition, or historic industrial and commercial buildings.

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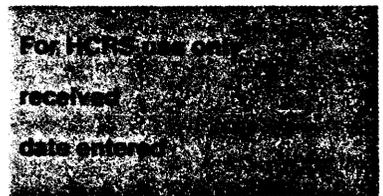
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7. DESCRIPTION (Continued)

The most important, and/or undisturbed industrial sites have been included within the district. These include the Cumberland Iron and Nails Works site, the Ferracuta Machine Co., and two areas along the banks of the Cohansey River. At the Ferracuta many buildings are still standing. The other sites may have archeological potential (the Iron and Nail Works has already been investigated). Other industrial sites outside the boundary are still in use and have been disturbed to an extent that would make data retrieval extremely difficult.

District Within U.T.M. Points A-H

Line 1 through 2

Outside the district, north of Jeddy's Pond and Muddy run there is vacant park land owned by the City of Bridgeton. Inside the district, south of the line is the Lake Street and West Commerce Street neighborhood which contains many large homes of exceptional architectural character representing almost every style used from 1810 to 1900. The lots fronting on Lake Street, Franklin Drive, and West Commerce Street extend to the north to Jeddy's Pond.

Line 2 through 3

Outside the district, west of North West Avenue is a neighborhood of relatively recent buildings and vacant land. Inside the district, east of the line is the West Commerce Street neighborhood as described above. A vacant dirt street, Cinderella Street, is flanked by low vegetation and a modern commercial building at the southwest corner of North West Avenue.

Lines 3 through 4

Outside the district, west of the line is a neighborhood of light, recent development. Inside the district, east of the line, along the west side of North West Avenue there is a small collection of fine 19th century Colonial Revival houses which as a group are architecturally interesting in their revival styles and which were built just before and directly after the turn of the century. This streetscape encloses the view of the park and school east of South West Avenue.

Lines 4 through 6

Outside the district, west of the line is the Shiloh Pike neighborhood with light density recent development. Inside the district, east of the line is the West Broad Street neighborhood and especially the Old Broad Street Presbyterian Church and graveyard, a National Register historic property.

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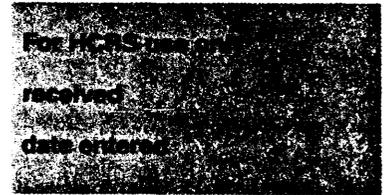
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7. DESCRIPTION (Continued)

Line 6-7

Outside the district, south of Vine Street is a collection of small intrusional houses which have been modernized and altered or which have been built within the last fifty years. Inside the district, north of the line is the rear of the property occupied by the Old Broad Street Presbyterian.

Lines 7 through 10

Outside the district is a small collection of modest houses which have been modernized to an intrusional quality or which have been built within the last 50 years. Inside the district the houses are modest but have retained architectural character. Various styles are present but the late Queen Anne A-Front Double and the Bungalow are the most popular, with forms, details and massing creating uniform, rhythmic and street-scapes.

Lines 10 through 14

Outside the district, west of the lines is a neighborhood where early 20th century houses have been modernized and influenced by nearby post World War II custom built housing. Inside the district the older housing stock retains more of its architectural character in late 19th century styles, creating dense uniform streetscapes. The district boundaries have included a superior quality Bungalow at the southwest corner of New and South Giles Streets.

Lines 14 through 22

Outside the district, west of lines 17-18 is a row containing mostly 1940's and 1950's custom built Ranch houses with occasional Bungalows scattered in it (At line 16-17 a shingle style structure is to the north of the line and a 1950's ranch is outside just south of the line. Lines 18-20 include some good A-Front Doubles). Inside the district, east of the lines in the Atlantic Street neighborhood the housing stock retains architectural character with a large collection of Vernacular Victorian structures. Two hundred twenty-nine Fayette is a spectacular Victorian Queen Anne.

Line 22 through 23

Roughly parallel to U.T.M. line E-F

Outside the district, south of the lines parallel to Belmont Avenue the housing stock is thin and of recent development since the 1940's. Inside the district, north of the lines is the Cottage and Atlantic Streets neighborhood with many houses which have retained and maintained their architectural character from the 1880's and early 1900's. Lines 23-26 were drawn to exclude a 1950's Colonial Revival house at the northeast corner of Fayette and Belmont Streets.

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7. DESCRIPTION (Continued)

Note- lines 27-32 not discussed in original submission.

Lines 33 through 36

Outside the district, east of the lines there is a neighborhood of mixed new and modernized housing stock which lacks architectural significance. Inside the district, west of the lines is the boundary of the above described Atlantic and Cottage Streets neighborhood, including the most significant and most unaltered examples of Vernacular Victorian and early 20th century Revival styles.

Lines 36 through 39

Outside the district is a collection of houses which have been modernized and where the infill of mid-20th century houses have no architectural importance. Inside the district is the Woodland Drive and Institute Place neighborhood which is southeast of the Atlantic Street neighborhood. The housing stock is early 20th century revival styles which have been maintained and which retain architectural character.

Lines 39 through 42

Outside the district to the east of Water Street is an area of vacant and industrially zoned land which is adjacent to a residential neighborhood of mixed modernized and recent buildings. Inside the district, along Water Street are the rear lots of those houses fronting on Woodland Drive described in line 36-39 above.

Lines 42 through 44

Outside the district, east of the lines is the Cohansey River and an urban renewal area beyond. The line is parallel to the west bank of the river and parallel to U.T.M. line D-E. Inside the district, between Water Street and State Street is an old industrial district with several significant brick buildings, warehouses and factories, of utilitarian architectural style whose eastern lot lines mark the district boundary.

Lines 44 through 49

Outside the district, east of the lines is an area of modern industrial buildings and the new County Jail complex and parking lot as well as modern commercial structures and vacant land. Inside the district is the Fayette and Atlantic Streets neighborhood which contains several fine church buildings and the Cumberland County Courthouse, as well as a large collection of houses which retain their architectural character and which are significant to the history of Bridgeton.

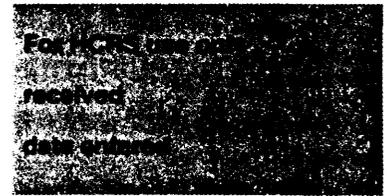
Lines 49 through 50

Outside the district, south of the line is the area of modern commercial and industrial buildings referred to in lines 44-49 above. These include a new gas station, 1960's Colonial Revival commercial building, and the modern county jail complex. Inside the district, north of the line which divides Broad Street from Franklin Street across Cohansey to South Laurel Street there is a neighborhood of residential and

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7. DESCRIPTION (Continued)

commercial buildings which are recognized by the community as having importance in the history of the development of Bridgeton. Potter's Tavern, Sheriff Burgin's Store, and the Bisbing Block are some of the buildings on the north side of the line.

Lines 50 through 51

Outside the district, east of South Laurel Street between East Broad and Warren Streets is an urban renewal site which contains a new bank building and a large parking lot. Inside the district, west of the line is the CBD of Bridgeton's commercial core containing many fine 19th century buildings which have retained their architectural character. Several of these buildings, which were designed by well known Philadelphia architects and others, are survivors of the 1840's and 1850's with wood plank stone block facades.

Lines 51 through 53

Outside the district, south of the lines is the urban renewal tract with several modern buildings and parking lots as described in line 50-51 above. Inside the district is the commercial core or CBD as described in line 50-51.

Lines 53 through 55

Outside the line is the edge of the urban renewal tract with a modern highrise apartment house for the elderly on the southeast corner of South Pearl and East Commerce Streets. The line has been drawn to exclude the highrise and include the adjacent Church. Inside the district is the East Commerce-North Pearl Streets neighborhood where the residential and commercial neighborhoods meet at the center of the town. Among the buildings in this area there are many historically important churches, schools, and governmental, commercial and residential structures which have retained their architectural character.

Lines 55 through 68

Outside the district, south of the lines which are roughly parallel to East Commerce Street and U.T.M. line C-D, there is mostly vacant land which is part of the urban renewal tract. Inside the district, north of the lines is the most dense neighborhood which contains a great number of historically significant buildings which have retained their superior architectural character and which represent every style from 1791 to 1920.

Lines 68 through 73

Outside the district, south of East Commerce Street is an area of modern industrial buildings and unbuildable vacant land from South East Avenue to Buckshutem Road

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7. DESCRIPTION (Continued)

Inside the district, north of East Commerce Street is a lightly developed area containing the East Lake which was the first source of industrial power in Bridgeton, the Ferracute Machine Company property, and several houses which are modest but architecturally interesting. A large Tudor style house at the northeast corner at East Avenue is quite significant. Lines 69-72 have been drawn to include the site of a Victorian Queen Anne house of significance.

Line 73 through 74

Inside the district is the area containing the Ferracute site which is the most important industrial complex of the 19th century in South Jersey and the lower part of East Lake.

Line 74 through 75

Point 75 intersects the Bridgeton Branch of the Pennsylvania Reading Railroad line's tracks.

Line 75 through 76

This boundary follows the track line for the Bridgeton Branch of the Pennsylvania Reading Railroad. Inside the district there is an area of vacant, industrial land surrounding and including the upper portion of East Lake, and the East Avenue and York Street neighborhood which contains a fine collection of houses of various mid to late 19th century styles of architecture. The buildings in the area retain character and show how and when the neighborhood developed. Dense streetscapes of Double A-Front houses characterize the area.

Lines 76 through 80

The homes south of Irving Avenue from 78-79 are of a 1920's stock in poor condition. Along the north side of Irving Avenue there are houses with some character and the Irving Avenue Public School. The district lines were here extended to contain the Irving Avenue School and the adjacent houses because as a group they complement one another and explain the relationship of neighborhood to institution in a very simple manner.

Line 80 through 81

Outside the district, north of the line and Irving Avenue, there is a modern shopping center which was built on the site of the first railroad depot in Bridgeton. Inside the district line is the neighborhood south of Irving Avenue which is a very dense working class area where most of the houses retain their architectural character. The houses in this neighborhood show as a collection how they were built and used by their builders from the 1830's to 1900. They include a dense concentration of double A-Front houses.

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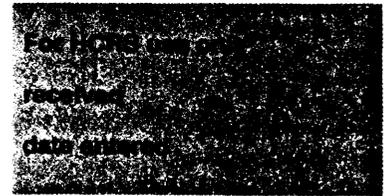
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7. DESCRIPTION (Continued)

Lines 81 through 86

Outside the district, east of the lines which run along Walnut, Bank and North Pearl Streets, is the shopping center mentioned above and vacant or modern industrial areas. North of 86-87 is a collection of post World War II houses and Vernacular Colonial Revival houses with exterior alterations. Inside the district, north of Irving Avenue and south of Madison Street is a neighborhood which contains many homes which retain some architectural character and which represent styles in use from the 1790's to 1900.

Lines 86 through 89

Outside the district, north of Madison Avenue and parallel to U.T.M. line A-B is a neighborhood of older houses which have been modernized and the area filled in by late 1940's style houses. The area is close to the glass plant and many workers live in walking distance. Inside the district, south of Madison and between North Laurel and North Pearl Streets the neighborhood contains some houses which retain architectural character.

Lines 89 through 101

Outside the district is an area to the west of the lines which is used for glass company parking. Inside the district there are small worker's houses which retain some architectural character.

Lines 101 through 103

Outside the district, south of Charles Street and east of North Laurel there is a collection of modern houses which were built since the 1940's. Inside the district, along North Pearl and North Street there are houses which retain architectural character.

Lines 103 through 108

Outside the district there are modern houses, company parking, modern industrial buildings and houses which have lost architectural character through modernizations. Inside the district, along North Laurel Street where the district lines have been extended to include the glass company club house, there are several groups of houses which have retained their architectural character. One small collection of A-Front double houses is remarkable for the site plan on the east side of North Laurel just north of North Street.

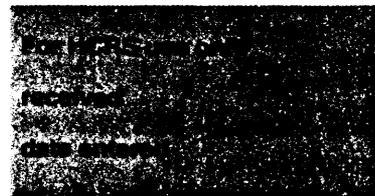
Lines 108 through 114

Outside the district there is a short block of houses adjacent to the wall of the glass company where blight and fire have destroyed architectural character. The vacant land near the plant is a steep cliff. Inside the district, east of the lines is the Cohansey Street and North Laurel Street neighborhood where some of the houses retain their architectural character.

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7. DESCRIPTION (Continued)

Lines 114 through 116

Outside the district is a large public housing development and vacant land north of the line. The line crosses the Cohansey River to return to the point of beginning for the first district area. Inside the district the neighborhood is a mix of residential and commercial structures which have some architectural character.

U.T.M. District WXYZ Second Ward south of Mill Creek

Line 117 through 118

Outside the district, north of the line which is parallel to U.T.M. line XW and Mill Creek the area is vacant industrially zoned land where the railroad yards have been abandoned. Inside the district, south of the line there is a residential neighborhood which is remarkable for its poverty and for the buildings which survive there. There are several rows of wood frame houses which were built as company housing for workers. Architectural significance in this neighborhood is not style.

Lines 118 through 121

Outside the district, west of the line which roughly parallels South Avenue there are industrial food processing plants and vacant land along the Cohansey River. Inside the district, east of the line there is a long narrow neighborhood of worker's houses and several churches which have retained their architectural character.

Lines 121 through 122

Outside the district, south of Garfield Avenue there is light development of poor quality housing with no real architectural character. Inside the district, north of Garfield Avenue there is the long narrow neighborhood as described above.

Line 122 through 134 back to 117

Outside the district, east of the lines which are parallel to South Avenue there are groups of houses which have been modernized and the infill among them is recent from the 1940's. Inside the district is the same neighborhood as described above in line 118-121.

Notes to Development Maps

I 17th Century

In the seventeenth century Bridgeton was held by absentee English landowners. The only known resident was Richard Hancock, who had a sawmill somewhere on Mill Creek (also called Indian Field Run). The only road ran through the east side of present day Bridgeton on its way from Fairton in the southwest to Burlington in north Jersey.

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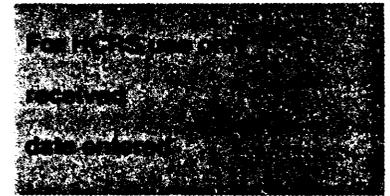
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7. DESCRIPTION (Continued)

II 1750

By 1750 a dam and grist mill were functioning on East Lake and the town boasted a shoe maker, blacksmith, and two taverns, one on each side of the river. Settlement was spotty, with about six houses on the west and four on the east, concentrated near the river and Mill Creek. A second road was now in existence, crossing the river by a bridge established in 1716.

III 1790

By 1790 Bridgeton had become a local focal point, a county seat with jail and court house in West Broad St., and traversed by roads running to east, west, north, and south. Landholders on both east and west sides of the river had subdivided for development, and churches and schools had been established. In 1792 the population on both sides of the river was 300, centered around Vine and Broad Streets on the west and Commerce and Laurel on the east. The primary activity of the town was river commerce, the shipping of wheat, produce, and lumber to Philadelphia.

IV 1849

The early part of the nineteenth century shows a quantum leap in Bridgeton's expansion, with the east side of town beginning to take precedence over the west. By 1838 on the east side there were some 475 dwellings and the population was double that of the west. There was a cotton and woolen factory on East Commerce St. in addition to flour and saw mills in the vicinity of East Lake. The Cumberland Nail and Iron Works, founded in 1815, had expanded to both sides of the river by 1849, and the Stratton Buck Glass Works, founded in 1836, was the largest business in the county.

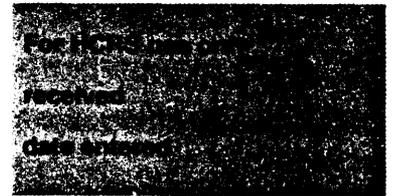
V 1888

In 1865 the city was incorporated, consolidating the two towns on either side of the Cohansey River. By 1880 the city was the largest in the state south of Camden, with a population of almost 9,000. It was the leading manufacturing town in South Jersey, producing glass, textiles, leather, lumber, machinery, and almost anything metal from nails to pipes. Shipping by river and rail was extremely active. Three of the major companies in operation were Stein Edwards, a packing company founded in 1860, the Ferracute Machine Company, and Rice and Brothers ship builders. In addition, numerous glass factories and canning companies were founded between the Civil War and 1888. As the map illustrates development of residential streets was equally active.

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7. DESCRIPTION (Continued)

Key to 1888 Map Showing Bridgeton Historic Industrial Sites

Sites within National Register District

- *1. Cumberland Nail & Iron Works 1815-1899
Now the City Park, all but two buildings have been demolished
Has been investigated by John Milner and others
- #2. Cox & Sons Steam Engines (no longer functioning)
Some warehouse buildings still standing
- #3. Benjamin S. Ayars Canning 1880 - ca. 1940
Some warehouse buildings still standing
- *4. Buck Cotton & Woolen Factory became East Lake Woolen Mills pre 1849-1912
Demolished, replaced by private residence
- *5. Ferracute Machine Co. 1873-1970's
Office and industrial buildings still standing
- *6. Charles F. Laning Foundry 1869 no longer functioning
Demolished

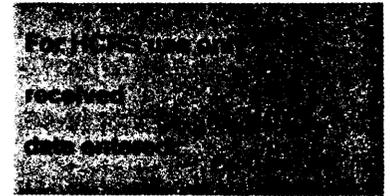
Sites Outside National Register District

- *7. Cumberland Glass Manufacturing Co., now Owens Illinois 1822 - present
1926 totally demolished and rebuilt, resulting in disruption of site
- #8. More, Jonas, & More Glass Works 1882
Demolished, now feed store
Ground has been disrupted, impossible extension of District
- #9. East Lake Glass Works 1885
Demolished, now public housing
Disruption of ground
- #10. Water Works
Replaced 1911 by Works in Park, structures demolished
Disruption of ground
- #11. Cohansey Glass Manufacturing
- #12. Cohansey Glass Manufacturing

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7. DESCRIPTION (Continued)

#13. Benjamin Ballinger - Coal & Wood Dealer
All demolished and replaced by Hunt-Wesson
Disruption of ground

*Indicates large industries of prime importance
#Indicates smaller, representative industries

Information derived from 1886 Bird's Eye View of Bridgeton, O.H.
Bailey & Co., Boston

VI 1908

Population expansions continued into the first quarter of the twentieth century to some extent, with a few new residential areas established. Beyond this period residential development consisted of infill in already established neighborhoods. Existing industry continued at a stable rate, but with little growth (except for war-time peaks) up until the period between the wars, when the city began to decline.

Note:

As this nomination was based on a historic sites survey of the City of Bridgeton, more detailed information on properties within the district has been incorporated into the New Jersey Historic Sites Inventory. This includes individual survey forms on each of the 50 significant buildings indicated on the enclosed map as well as briefer descriptions of every streetscape.

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8. SIGNIFICANCE (Continued)

Another major early influence on Bridgeton came from Quaker Philadelphia in the form of a more urban tradition. By the 1750's several brick row houses were built in a markedly Philadelphia style on the south side of Broad Street, and the Bridgeton town plan and street names showed more than a casual understanding of that growing Pennsylvania metropolis. By the early 1840's, however, the street names were changed in a rejection of Philadelphia traditions, and the brick row house was to become the rare exception, not the rule.

Although there are some vestiges remaining in Bridgeton of the 17th and 18th centuries, their numbers are small in comparison to buildings and institutions dating from the 19th century. The third bank south of Trenton, chartered in 1816, the Cumberland Bank (see photo), is still, along with both its buildings, in existence. The East Lake Woolen Mills, established in 1811, survives today after several transmogrifications, and the Stratton Buck Company glass works in 1836 was only the first of a large number of such enterprises which flourished throughout the 19th century. Likewise, the Cumberland Nail and Iron Works was a major force in the town from its founding in 1816 until it went out of business in 1899.

The first half of the 19th century also saw the burgeoning of fraternal organizations, professional interest groups, churches, schools, the oldest YMCA in the state, and a fire insurance company.

The post Civil War period up to the turn of the century was clearly a boom time in Bridgeton. Twenty new glass factories were founded in as many years, the canning business proliferated, and already existing companies of various kinds expanded. By 1880 Bridgeton was the largest city in the state south of Camden, producing glass, textiles, leather, lumber, canned fruits, machinery, and almost anything metal from nails to pipes. Shipments regularly went all over the eastern seaboard by rail and water. The Ferracute Machine Company sent its wares from East Lake as far as South America and China, and its founder and president, Oberlin Smith was nationally recognized as an engineer and inventor, a friend of Ford, Edison, and Firestone.

Between 1885 and 1890 five new canning factories were established along with two new textile companies, eight glass works, and a paper mill. Some 1,100 houses were supplied with water, the Bridgeton Electric Light Company illuminated the city, and the Delaware and Atlantic Telephone Company had seventy-five subscribers. In 1889, 460 ships were enrolled in Bridgeton and three railway lines sent seven trains daily to Philadelphia. The city boasted two banks, three hotels, five public schools, four academies, and numerous churches. By 1895 it had a population of 13,000.

Bridgeton continued to be successful and stable into the 1930's, but like many north-east industrial cities it has since suffered a decline. Industrial consolidation,

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8. SIGNIFICANCE (Continued)

outside ownership, and labor problems have radically diminished its industrial strength. Changes in transportation modes and the advent of the suburban mall have weakened it commercially. Unemployment, poverty, and deterioration now are all too visible in this once proud city.

In the 19th century Bridgeton was called "The Gem-O-Jersey" because it sparkled with built achievements in an atmosphere of exuberant optimism. The A-Front Double House of the skilled worker stands as the proud architectural emblem of the town's golden age of stability, when its industries were booming. This stability was due to several factors: diversity of economy which made the town less vulnerable than other cities to periodic financial crashes; a highly skilled, well paid labor force often working in heterogeneous teams which were not inclined to mass disaffection; and a paternalistic society in which the ruling merchants and factory owners allowed - even encouraged - a worker to have his own plot of ground and house. In addition, a multitude of churches and protective social and professional societies provided the means for social interaction and support.

The importance of mutual dependence and support systems in Bridgeton is manifested physically in the double house, the town's predominant dwelling form. Often these buildings were built and shared by brothers or by co-workers in the factories. Some were built as investments, with the owner living in one half and renting out the other. Size of family and financial circumstances do not seem to have made a difference in the building of doubles except in scale and extent of architectural detail. A glass factory owner was just as likely to share a party wall as were the workers in the factory. The double house can be seen as a symbol for a city whose success was derived from the willingness of the rich to invest in the town and from the acceptance of mutual dependence and support among individuals.

Bridgeton still retains a large number and variety of buildings in good condition dating from the 17th, 18th, 19th and 20th centuries. Vernacular A-Front Doubles with spare embellishments sit side by side with fully blown Queen Anne buildings. The 1880's mansard roof was a favorite improvement to an otherwise unpretentious building. Italianate commercial buildings, Bracketed Villas, Gothic churches, and industrial complexes in a variety of forms round out this collection of structures by skilled local builders as well as famous imported architects.

Despite the variety of periods, styles, and uses of buildings contained in the Bridgeton Historic District, the ensemble presents a cohesive whole with common characteristics discernable along a three hundred year time line. Basic building forms and lot sizes, the presence of greenery and ornate porches throughout the district are unifying forces which transcend differences in taste and financial resources. The district as a whole is a unique view of a 19th century culture.

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J. Meade Landis, local historian

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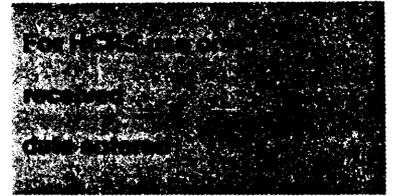
Maps of Bridgeton, New Jersey

<u>Date</u>	<u>Printer</u>	<u>Source</u>
Jan. 1, 1839		Cumberland County Historical Society
1849	Original Survey by J.C. Sidney; Published by Samuel Moody Philadelphia	Private Collection
1862	A. Pomeroy Philadelphia	Private Collection
1872	Beers, Comstock and Cline <u>State Atlas of New Jersey</u> New York	Cumberland County Historical Society
1876	<u>Combination Atlas Map of Cumberland County</u> Philadelphia	Cumberland County Library
1876	Sanborn	Bridgeton Antiquarian League
1886	Sanborn Industrial Plates Only (Fire Insurance Districts)	Private Collection
1886	<u>City of Bridgeton Birds' Eye View</u> G. H. Bailey Boston	Bridgeton Antiquarian League
1888	Tax Map of Bridgeton	City Engineer's Office

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Maps of Bridgeton, New Jersey (Continued)

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1930 updated 1948	Sanborn	City Community Development Department

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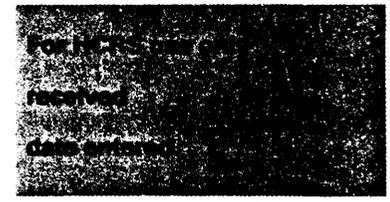
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District Within UTM Points A-H

Tax Map #

1. Beginning at a point where UTM line G-H is tangent with the east bank of the mill race at the confluence of Jeddy's Pond, and following the rough center line of said pond and its tributary, Muddy Run, along a line running west 3,200' to the center of North West Ave. to Point #2; 86, 83
2. Thence south along North West Ave. 200' to the intersection of West Commerce St. to Point #3; 83
3. Thence west 265' along the northern boundary of Block 272 Lot 16, thence in an irregular line following the west and south boundaries of Block 272 Lot 17, thence south along the west boundaries of Lots 18-21 and 23 to the center of West Broad St. to Point #4; 83
4. Thence southerly 350' to the intersection of West Broad St. and South West Ave. to Point #5; 83
5. Thence southerly 700' along South West Ave. to the intersection of Vine St. to Point #6; 74
6. Thence easterly 1,100' along Vine St. to the intersection of Vine St. and Columbus Ave. to Point #7; 74
7. Thence southerly 370' along Columbus Ave. to Point #8; 74
8. Thence westerly along an irregular line following the northern boundaries of Block 246 Lots 10-16, crossing an alley, and following the northern boundaries of Lots 17-22 to South Lawrence St. to Point #9; 74
9. Thence southerly 310' along South Lawrence St. across Hampton St. to Point #10; 70
10. Thence easterly 600' along the southern boundaries of Block 245 Lots 1-14, crossing Columbus Ave., and along the southern boundaries of Block 244 Lots 1-7 and 23, to an alley to Point #11; 70
11. Thence southerly 200' along the alley to New St. to Point #12; 70
12. Thence easterly 142' along New St. to Point #13; 70

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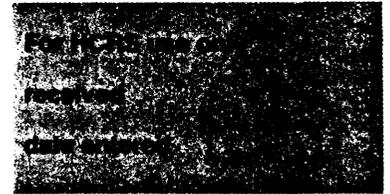
10. VERBAL BOUNDARY DESCRIPTION (Continued)

	Tax Map #
13. Thence southerly 151' along the western boundary of Block 232 Lot 19 to Point #14;	70
14. Thence easterly 550' along the southern boundary of Block 232 Lot 19, across South Giles St., along an alley to Point #15;	70
15. Thence southerly 330, along the western boundary of Block 233 Lot 20, across Lincoln Way, and following the western boundaries of Block 219 Lots 6, 7, 10, and 11-13 to Point #16;	70
16. Thence easterly 150' along the southern boundary of block 219 Lot 13 to Fayette St. to Point #17;	70
17. Thence southerly 480' along Fayette St. to Point #18;	70
18. Thence westerly 150' along the northern boundary of Block 221 Lot 11 to Point #19;	70
19. Thence southerly 160' along the western boundaries of Block 221 Lots 11-14 to Cottage Ave. to Point #20;	70
20. Thence westerly 150' along Cottage Ave. to Wayne Rd. to Point #21;	70
21. Thence southerly 300' along Wayne Rd. to Belmont Ave. to Point #22;	70
22. Thence easterly 350' along Belmont Ave. to Fayette St. to Point #23;	70
23. Thence northerly 150' along Fayette St. to Point #24;	71
24. Thence easterly 250' along the southern boundaries of Block 213 Lots 5 and 21-23 to Point #25;	71
25. Thence southerly 150' along the western boundary of Block 213 Lot 9 to Belmont Ave. to Point #26;	71
26. Thence easterly 10' along Belmont Ave. to point #27;	71
27. Thence southerly 150' along the western boundary of Block 206 Lot 15 to Point #28;	67

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10. VERBAL BOUNDARY DESCRIPTION (Continued)

	Tax Map #
28. Thence easterly 250' along the southern boundary of Block 206 Lots 15 and 10 to Atlantic St. to Point #29;	67
29. Thence northerly 200' along Atlantic St. to the intersection of Belmont Ave. to Point #30;	67
30. Thence easterly 260' along Delmont Ave. to Point #31;	71
31. Thence northerly 180' along the eastern boundaries of Block 214 Lots 508 to Point #32;	71
32. Thence easterly 500' along the southern boundaries of Block 214 Lots 17-29 and 16 to Oxford St. to Point #33;	71
33. Thence northerly 300' along Oxford St. and the eastern boundary of Block 217 Lot 41 to Point #34;	71
34. Thence westerly 480' along the northern boundaries of Block 217 Lots 30 and 34-41 to Point #35.	71
35. Thence northerly 340' along the eastern boundaries of Block 217 Lots 29, 27, 23, and 25, across Institute Place, to Point #36;	71
36. Thence easterly 620' along the southern boundaries of Block 217 Lots 3-8 and 10 to Woodland Dr. to Point #37;	71
37. Thence southerly 350' along Woodland Dr. and the western boundary of Block 216 Lot 15 to Point #38;	71
38. Thence 350' along the southern boundary of Block 216 Lot 15 to Water St. to Point #39;	71
39. Thence northerly 900' along Water St. to Lincoln St. to Point #40;	71
40. Thence easterly 400' along the southern boundaries of Block 237 Lots 6 and 7 to Point #41;	71
41. Thence northerly 250' along the eastern boundary of Block 237 Lot 7.01 to the bank of the Cohansey River to Point #42;	71

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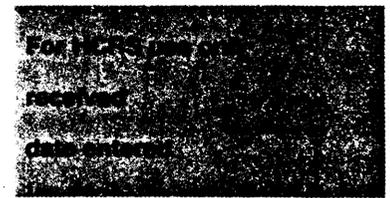
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10. VERBAL BOUNDARY DESCRIPTION (Continued)

	Tax Map #
42. Thence northerly 1,200' along the Cohansey River to Vine St. to Point #43;	72
43. Thence westerly 400' along Vine St. to Point #44;	77
44. Thence northerly in an irregular line along the eastern boundaries of Block 263 Lots 1-8 to Newell's Lane to Point #45;	77
45. Thence westerly 140' along Newell's Lane To Atlantic St. to Point #46;	77
46. Thence northerly 10' along Atlantic St. to Point #47;	77
47. Thence westerly 130' along the northern boundary of Block 261 Lot 1 to Point #48;	77
48. Thence northerly 250' along the eastern boundary of Block 261 to Broad St. to Point #49;	77
49. Thence easterly 950' along Broad St., crossing the Cohansey River, to South Laurel St. to Point #50;	37
50. Thence northerly 350' along South Laurel St. to Warren St. Point #51;	37
51. Thence easterly 350' along Warren St. to South Pearl St. to Point #52;	37
52. Thence northerly 400' along South Pearl St. to East Commerce St. to Point #53;	37
53. Thence easterly 130' along East Commerce St. to Point #54;	37
54. Thence southerly 220' along the western boundary of Block 119 Lot 13 to Point #55;	37
55. Thence easterly and northerly in an irregular line along the southern and eastern boundaries of Block 119 Lot 13 to Orange St. to Point #56;	37
56. Thence southerly 50' along Orange St. to Point #57;	38

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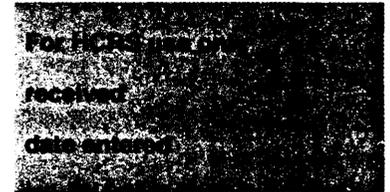
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10. VERBAL BOUNDARY DESCRIPTION (Continued)

	Tax Map #
57. Thence easterly 150' along the southern boundary of Block 121 Lot 2 to an alley to Point #58;	38
58. Thence southerly 150' along the alley to Point #59;	38
59. Thence easterly 420' along the southern boundaries of Block 121 Lots 42 and 43 and through Lot 44 to Point #60;	38
60. Thence northerly 195' along the eastern boundary of Block 121 Lot 42 to Point #61;	38
61. Thence easterly 130' along the southern boundaries of Block 121 Lots 39 and 41 to Pine St. to Point #62;	38
62. Thence southerly 100' along Pine St. to Point #63;	38
63. Thence easterly 200' along an alley to Point #64;	55
64. Thence southerly 200' along the western boundary of Block 122 Lots 60 to Point #65;	55
65. Thence easterly along an irregular line following the southern boundaries of Block 122 Lots 60 and 65, crossing an alley, and along the southern boundaries of Lots 53-55.01, 52, 46, 42, and 41, and the eastern boundary of Lot 41, to an alley to Point #66;	55
66. Thence easterly 140' along an alley to South East Ave. to Point #67;	55
67. Thence northerly 150' along South East Ave. to East Commerce St. to Point #68;	55
68. Thence easterly 1,000' along East Commerce St. to Point #69;	56
69. Thence southerly 440' along the western boundary of Block 168 Lot 4 to East Broad St. to Point #70;	56
70. Thence easterly 225' along East Broad St. to Point #71;	56

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10. VERBAL BOUNDARY DESCRIPTION (Continued)

	Tax Map #
71. Thence northerly 340' along the east boundary of Block 168 Lot 4 to East Commerce Street to Point #72;	56
72. Thence easterly 800' to the New Jersey Central Railroad Line to Point #73;	33
73. Thence northerly 1,400' along the New Jersey Central Railroad Line to Dare St. to Point #74;	33
74. Thence westerly 400' along Dare St. to the western boundary of the tracks of the Bridgeton Branch of the Pennsylvania Reading Railroad to Point #75;	32
75. Thence northerly along the line of the Bridgeton Branch of the Pennsylvania Railroad line to Point #76.	32
76. Thence westerly along Irving Avenue to the intersection of Railroad Avenue to Point #77.	32
77. Thence northerly 200' along Railroad Ave. to Point #78;	12
78. Thence westerly 1,200' along an irregular line following the northern boundary of Block 45 Lot 14 and along an alley, crossing Nixon Ave. and Lakeview Ave. to the termination of the alley to Point #79;	12, 13
79. Thence southerly 200' along the western boundary of Block 87 Lot 6 to Irving Ave. to Point #80;	13
80. Thence westerly 350' along Irving Ave. to Walnut St. to Point #81;	13
81. Thence northerly 1,050 along Walnut St. to Orchard St. to Point #82;	13
82. Thence westerly 200' along Orchard St. to Bank St. to Point #83;	18
83. Thence northerly 550' along Bank St. to Point #84;	18
84. Thence westerly 130' along the northern boundary of Block 63 Lot 44 to an alley to Point #85;	18

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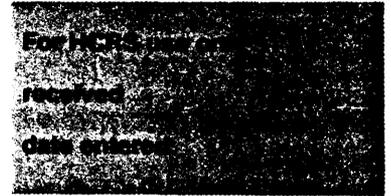
10. VERBAL BOUNDARY DESCRIPTION (Continued)

	Tax Map #
85. Thence northerly 1,000' along the alley to Penn St. to Point #86;	18
86. Thence westerly 300' along Penn St. to Point #87;	18, 20
87. Thence northerly along an irregular line following the eastern boundary of Block 69 Lot 13 to an alley to Point #88;	20
88. Thence westerly 810' along the alley to Point #89;	20
89. Thence southerly 150' along the western boundary of Block 68 Lot 20 to Penn St. to Point #90;	20
90. Thence easterly 35' along Penn St. to Point #91;	20
91. Thence southerly 130' along the western boundary of Block 67 Lot 5 to an alley to Point #92;	20
92. Thence easterly 190' along the alley to its termination to Point #93;	20
93. Thence southerly 100' along the western boundary of Block 67 Lot 11 to Point #94;	20
94. Thence easterly 215' along the southern boundary of Block 67 Lot 11 to Point #95;	20
95. Thence southerly 145' along the western boundary of Block 67 Lot 13 to Point #96;	20
96. Thence westerly 180' along the western boundary of Block, 67 Lot 15 to Point #97;	20
97. Thence southerly 250' along the western boundaries of Block 67 Lots 15-17 to Charles St. to Point #98;	20
98. Thence easterly 170' along Charles St. to Harrison St. to Point #99;	20
99. Thence northerly 100' along Harrison St. to Point #100;	19

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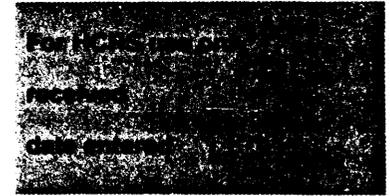
10. VERBAL BOUNDARY DESCRIPTION (Continued)

	Tax Map #
100. Thence easterly 100' along the northern boundary of Block 65 Lot 2 to Point #101;	19
101. Thence southerly along an irregular line following the eastern boundaries of Block 65 Lots 2-11 and the midpoint of Lot 12 to Point 102;	19
102. Thence westerly along an irregular line following the northern boundary of Block 65 Lot 13, crossing Harrison St., and along the northern boundaries of Block 66 Lots 9, 17-20, and 24 to North Laurel St. to Point #103;	19
103. Thence northerly 540' along North Laurel St. to Point #104;	19
104. Thence easterly 140' into Block 77 to Point #105;	19
105. Thence southerly along an alley and an irregular line following the western boundaries of Block 58 Lots 26-43 and 22 to North St. to Point #106;	19
106. Thence easterly 50' along North St. to Point #107;	15
107. Thence southerly in an irregular line following the western boundaries of Block 57 Lots 11-21, crossing Union St., and along the western boundaries of Block 56 Lots 19-25 to an alley to Point #108;	15
108. Thence westerly 305' along the alley, across Cohansey St., and along the northern boundary of Block 55 Lot 26 to Point #109;	15
109. Thence southerly along an irregular line following the western boundaries of Block 55 Lots 21-26 to Lanning St. to Point #110;	15
110. Thence westerly 130' along Lanning St. to Point #111;	15
111. Thence southerly along an irregular line following the western boundary of Block 53 Lots 3, 4 and 6-8 crossing Irving Ave., and 365' along Cohansey St. to Point #112;	14, 24

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10. VERBAL BOUNDARY DESCRIPTION (Continued)

	Tax Map #
112. Thence easterly 120' along the southern boundary of Block 81 Lot 45 to Point #113;	24
113. Thence southerly along an irregular line following the western boundaries of Block 81 Lots 13-16 and 18-23 to an alley to Point #114;	24
114. Thence westerly 120' along the alley to Cohansey St. to Point #115;	24
115. Thence southerly 100' along Cohansey St. to Sharp St. to Point #116;	24
116. Thence westerly 1,200' along Sharp St., across the Cohansey River to the point and place of beginning.	24, 86

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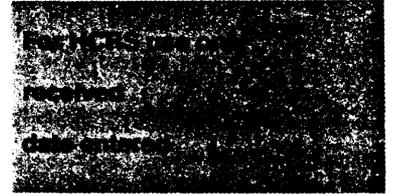
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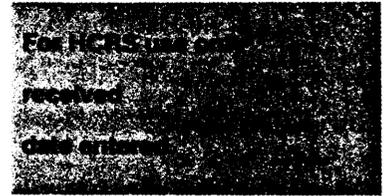
District Within UTM Points W-Z

	Tax Map #
117. Beginning at a point where UTM Line W-X crosses the Pennsylvania Reading Railroad Line, westerly 300' along Mill Creek, across South Ave. to Point #118;	53
118. Thence southerly along an irregular line following the western boundaries of Block 131 Lots 17-22, 35, and 27-31, crossing Eagle St., and following the western boundaries of Block 133 Lots 15, 17-29, to Henry St. to Point #119;	40, 41
119. Thence easterly 70' along Henry St. to Point #120;	42
120. Thence southerly along an irregular line following the western boundaries of Block 145 Lots 14, 16, 17, bisecting Lot 10, and following the western boundaries of Lots 18-28, across River St., then following the western boundaries of Block 148 Lots 35-41, bisecting Lot 42, and following the western boundaries of Lots 43-52, then following an alley to Garfield Ave. to Point #121;	42, 43, 48
121. Thence easterly 310' along Garfield Ave. to Point #122;	48
122. Thence northerly 500' along an alley, crossing Fremont Ave., to the termination of the alley to Point #123;	48, 49
123. Thence easterly 120' along the southern boundary of Block 144 Lot 33 to South Pine St. to Point #124;	49
124. Thence northerly 210' along South Pine St. to Point #125;	29
125. Thence westerly 120' along the eastern boundaries of Block 144 Lots 20-22 to Point #126;	29
126. Thence northerly 180' along the eastern boundaries of Block 144 Lots 20-22 to Point #127;	29
127. Thence westerly 140' along South Ave. to Point #128;	29
128. Thence northerly 190' along South Ave. to Point #129;	29

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

Bridgeton Historic District, Cumberland County, NJ



Continuation sheet

Item number

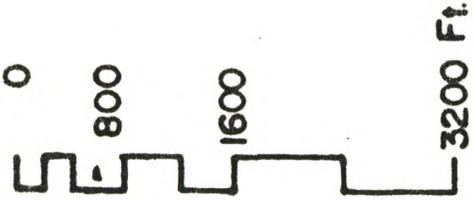
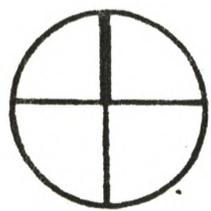
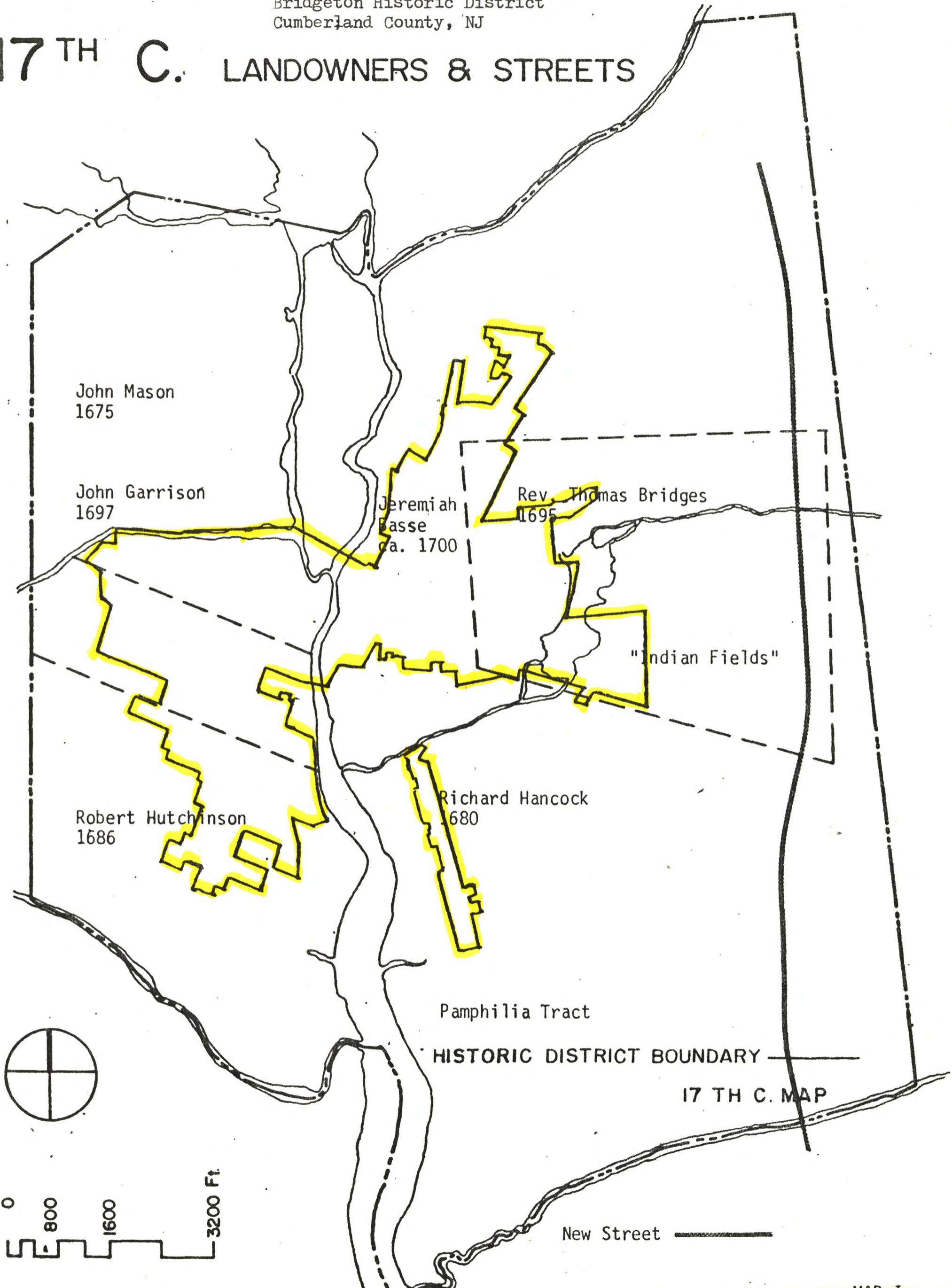
10

Page 11

10. VERBAL BOUNDARY DESCRIPTION (Continued)

	Tax Map #
129. Thence easterly 280' along the southern boundary of Block 144 Lot 18 to South Pine St. to Point #130;	29
130 Thence northerly 140' along South Pine St. to Point #131;	50
131. Thence westerly 140' along the northern boundary of Block 144 Lot 39 to an alley to Point #132;	50
132. Thence northerly 1,850' along the alley, crossing Henry St., to Willow St. to Point #133;	50, 51
133. Thence westerly 210' along Willow St. and South Ave. to Point #134;	53
134 Thence easterly and following the southern and eastern boundaries of Block 129 Lot 1 to the point and place of beginning.	53

17TH C. LANDOWNERS & STREETS

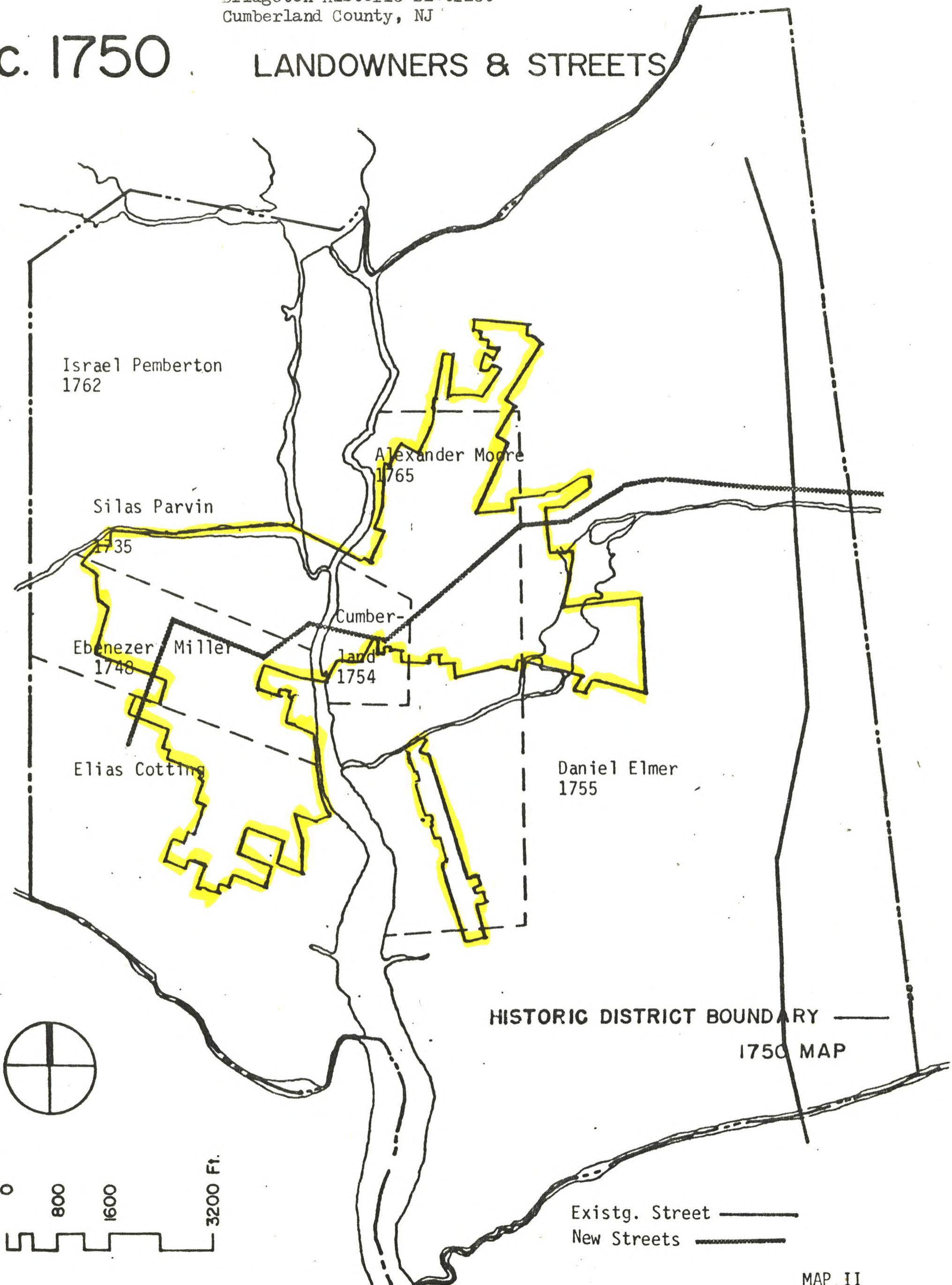


Pamphilia Tract
HISTORIC DISTRICT BOUNDARY

17 TH C. MAP

New Street

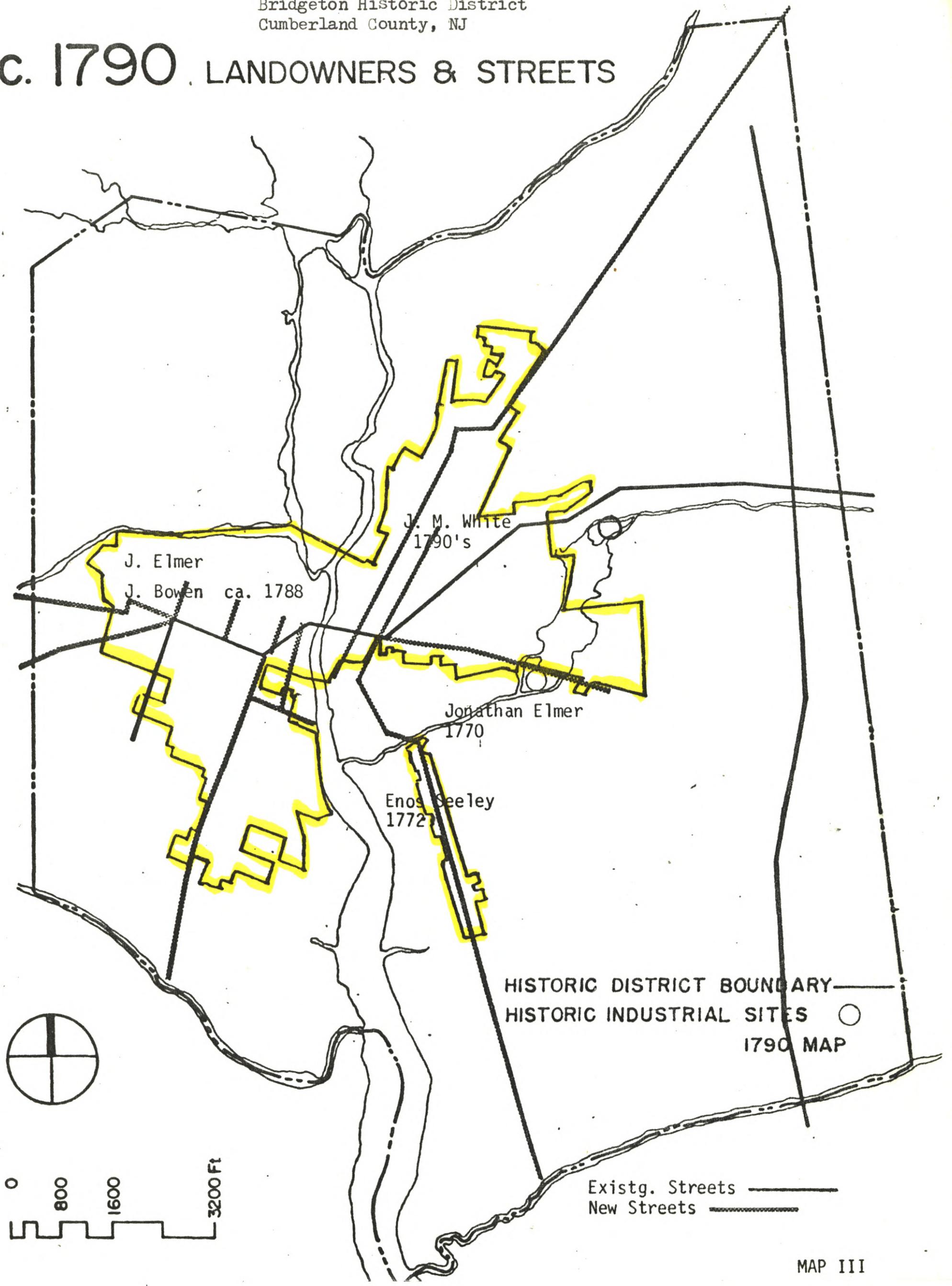
c. 1750 . LANDOWNERS & STREETS



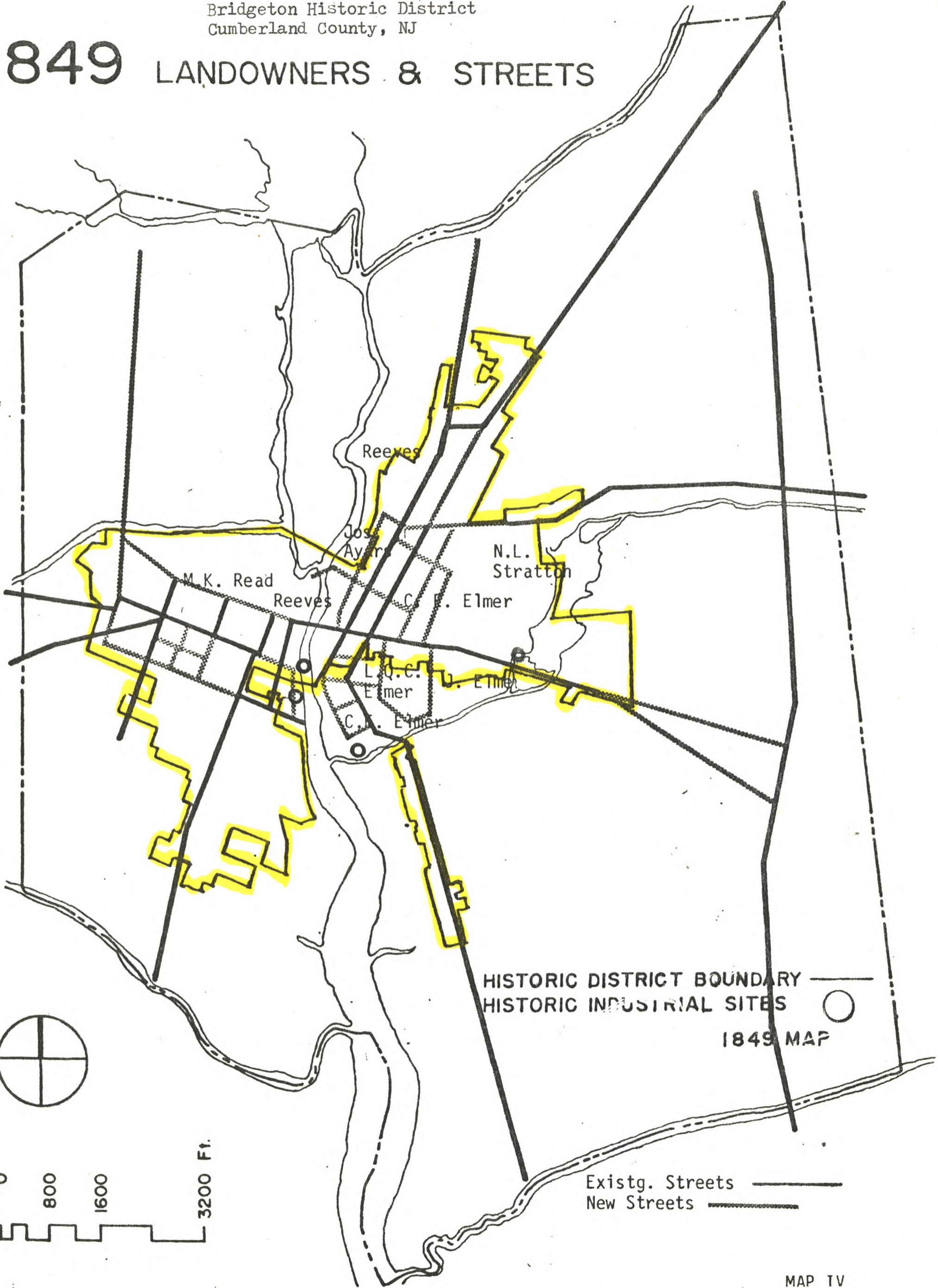
HISTORIC DISTRICT BOUNDARY
1750 MAP

Existg. Street ———
New Streets - - - - -

c. 1790 . LANDOWNERS & STREETS

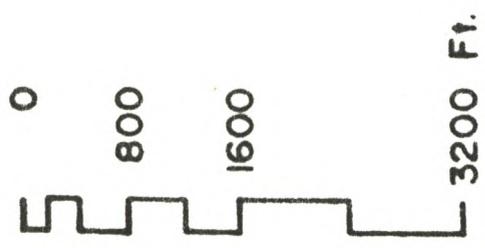
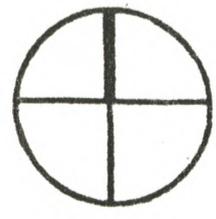


1849 LANDOWNERS & STREETS



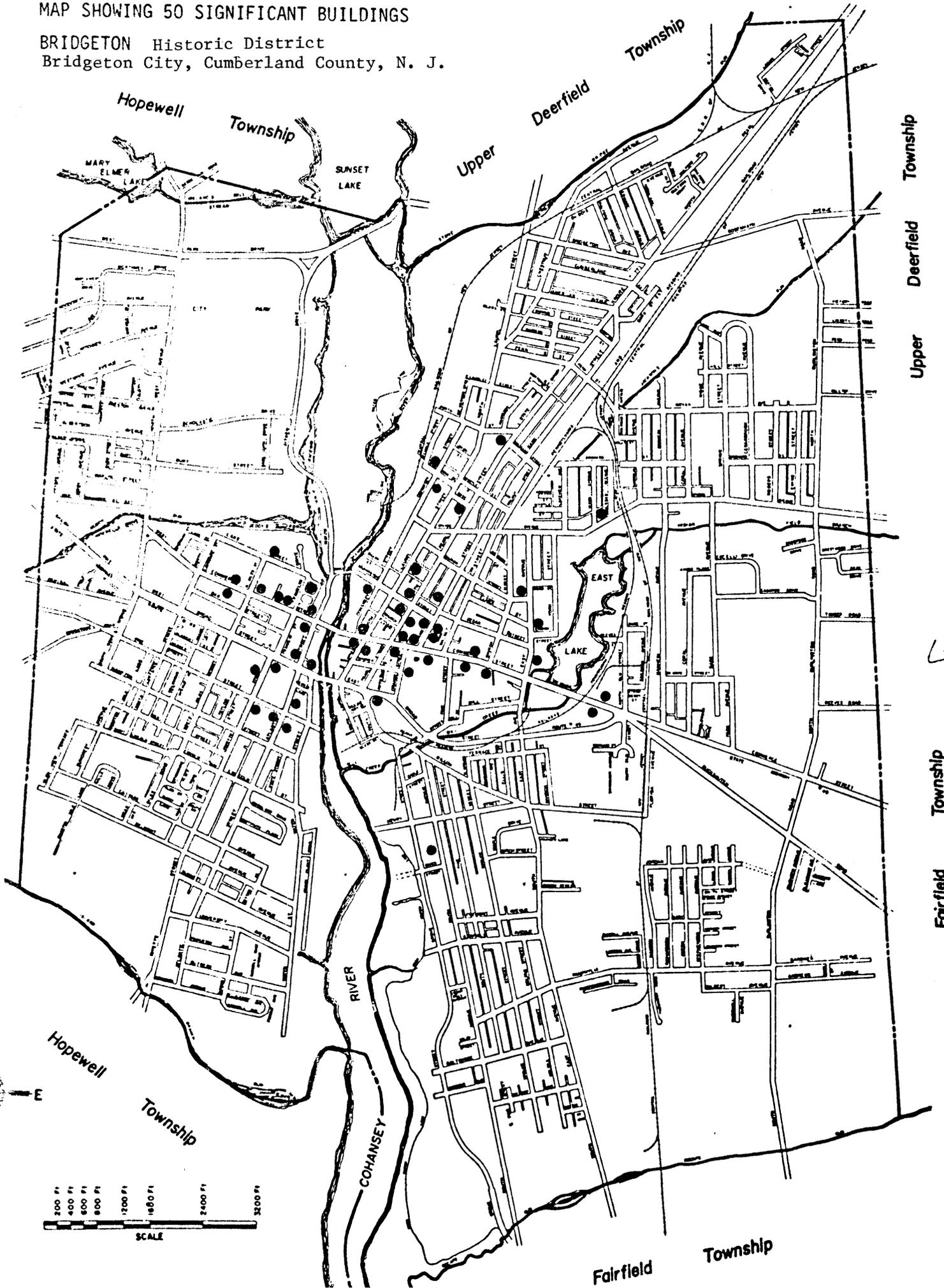
HISTORIC DISTRICT BOUNDARY
HISTORIC INDUSTRIAL SITES
1849 MAP

Existg. Streets
New Streets



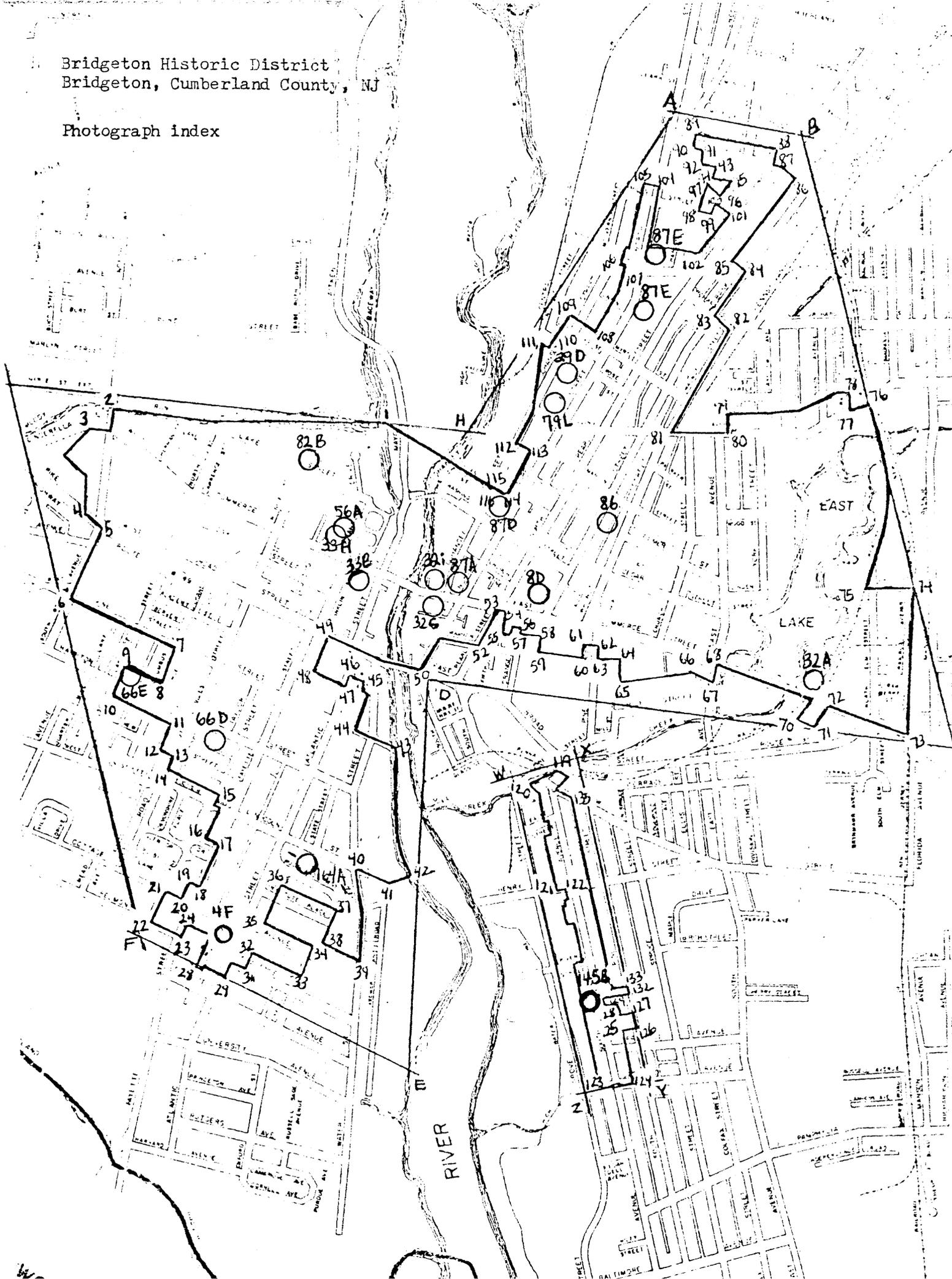
MAP SHOWING 50 SIGNIFICANT BUILDINGS

BRIDGETON Historic District
Bridgeton City, Cumberland County, N. J.



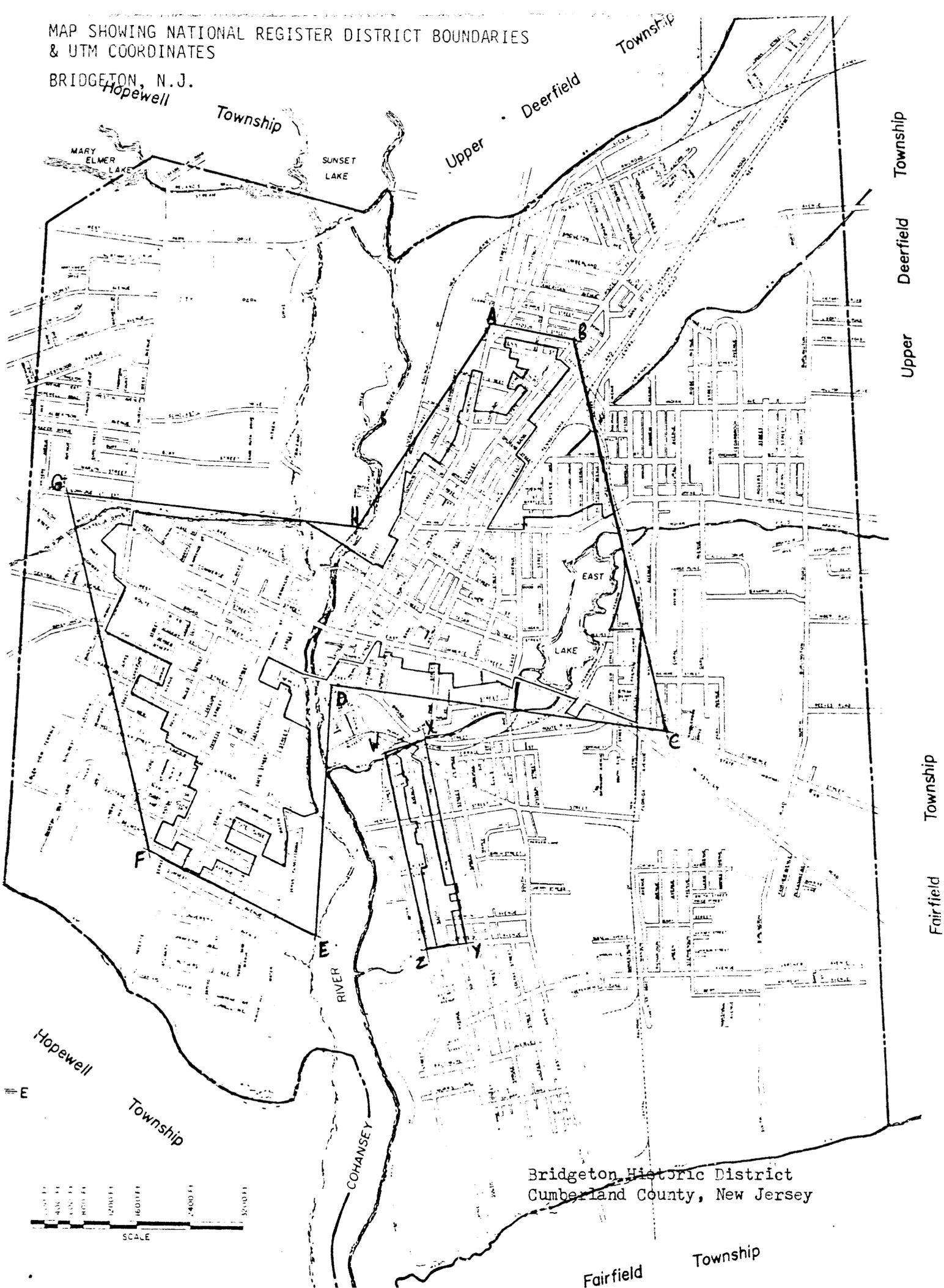
Bridgeton Historic District
Bridgeton, Cumberland County, NJ

Photograph index

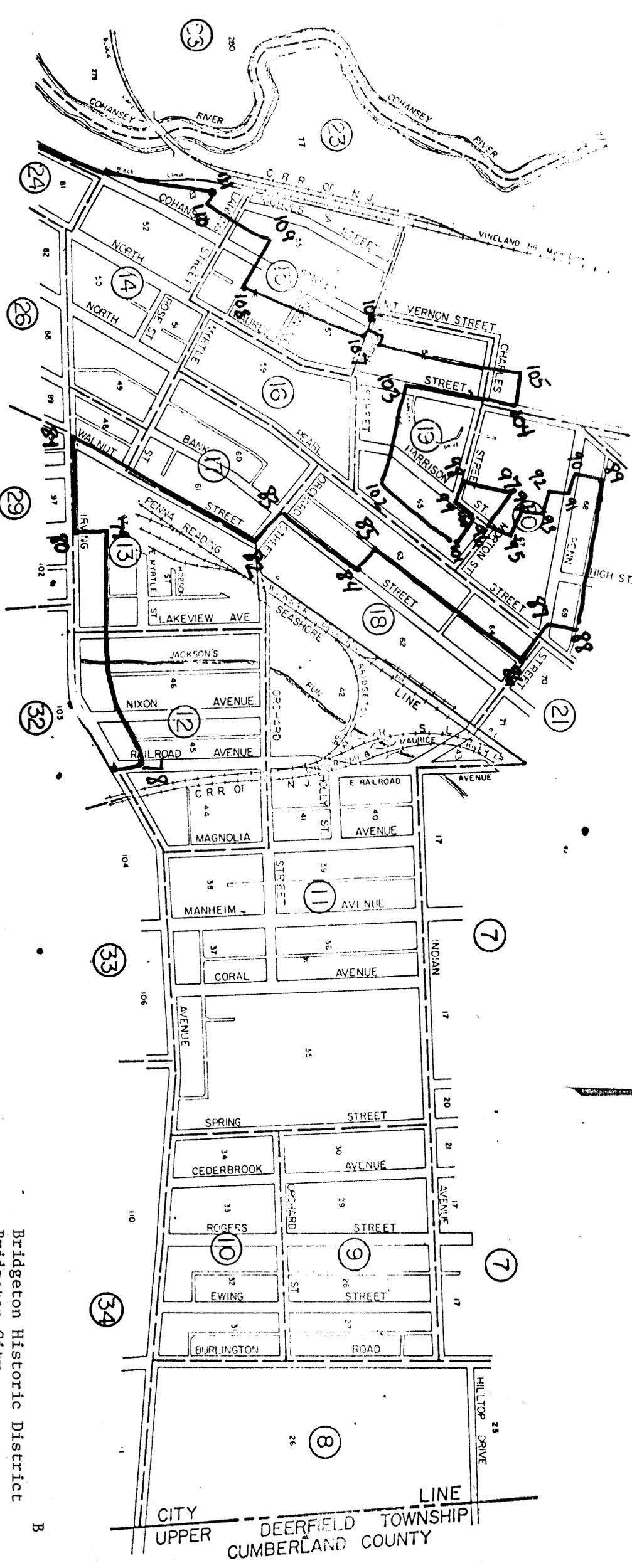


MAP SHOWING NATIONAL REGISTER DISTRICT BOUNDARIES
& UTM COORDINATES

BRIDGETON, N.J.



Bridgeton Historic District
Cumberland County, New Jersey

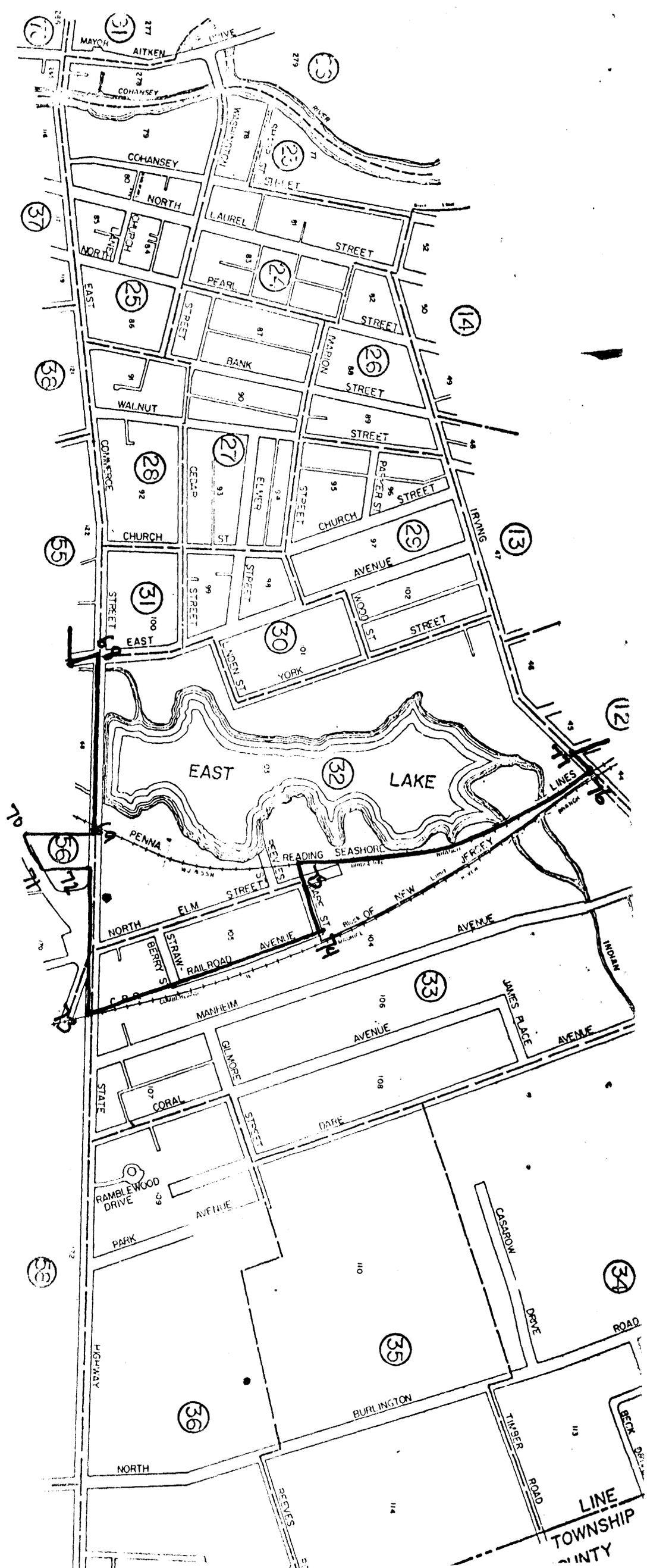


Bridgeton Historic District
 Bridgeton City
 Cumberland County
 New Jersey

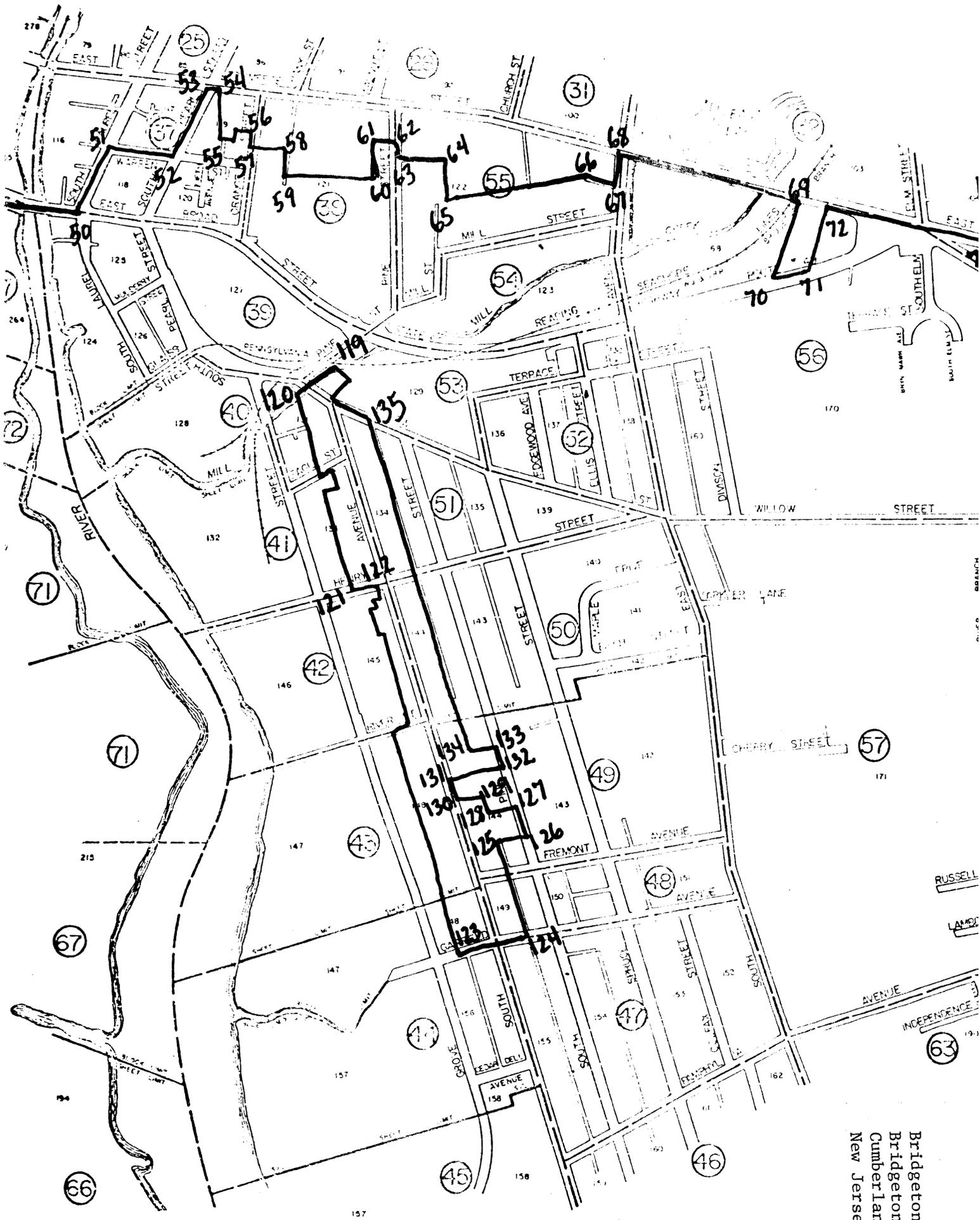
B

CITY UPPER DEERFIELD TOWNSHIP
 CUMBERLAND COUNTY

INDEX MAP OF
BRIDGETON CITY
 CUMBERLAND COUNTY, NEW JERSEY
 1974 (74)

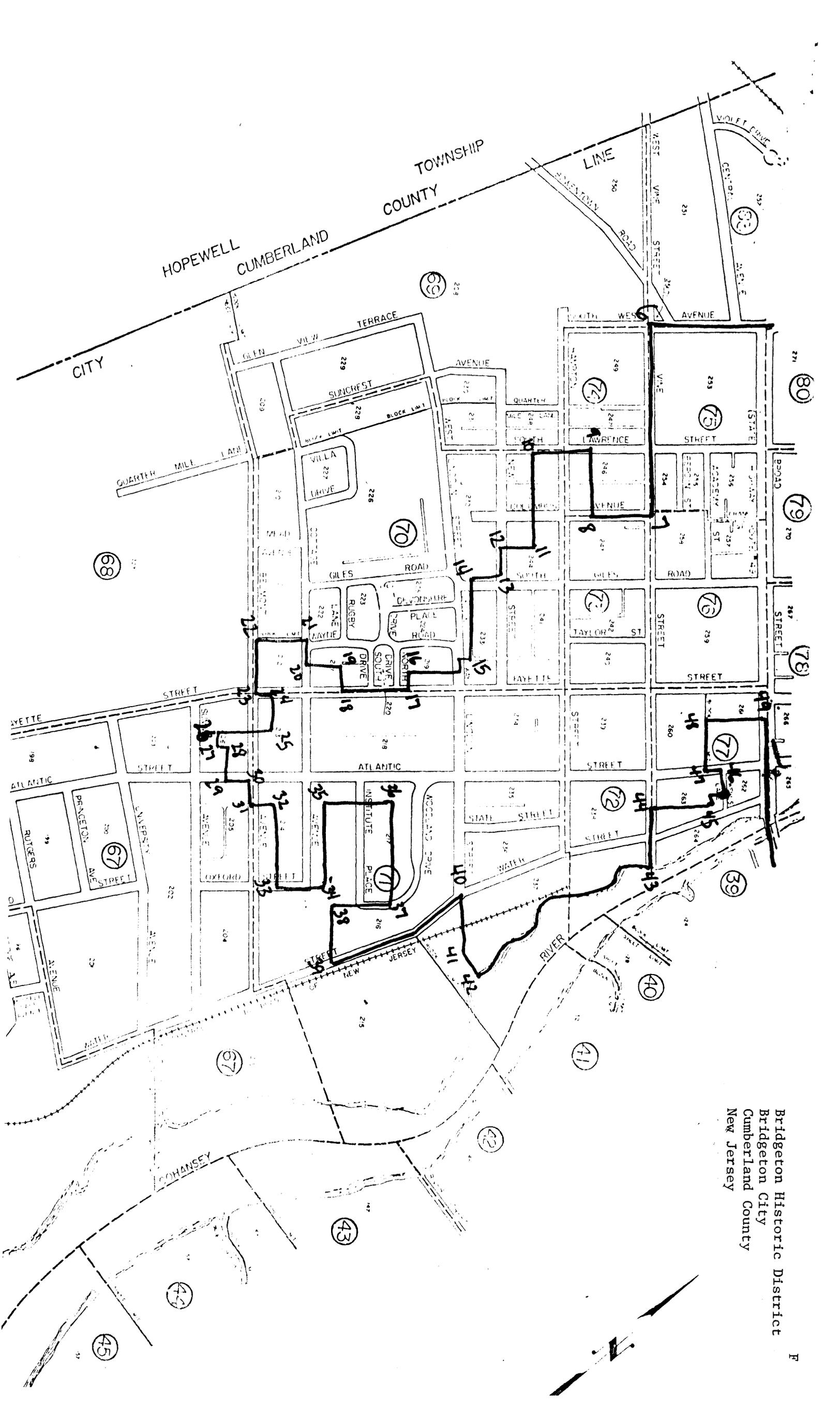


Bridgeton Historic District
 Bridgeton City
 Cumberland County
 New Jersey



LEGEND
 (41) ...INDICATES MAP PAGE NUMBER

Bridgeton Historic District
 Bridgeton City
 Cumberland County
 New Jersey



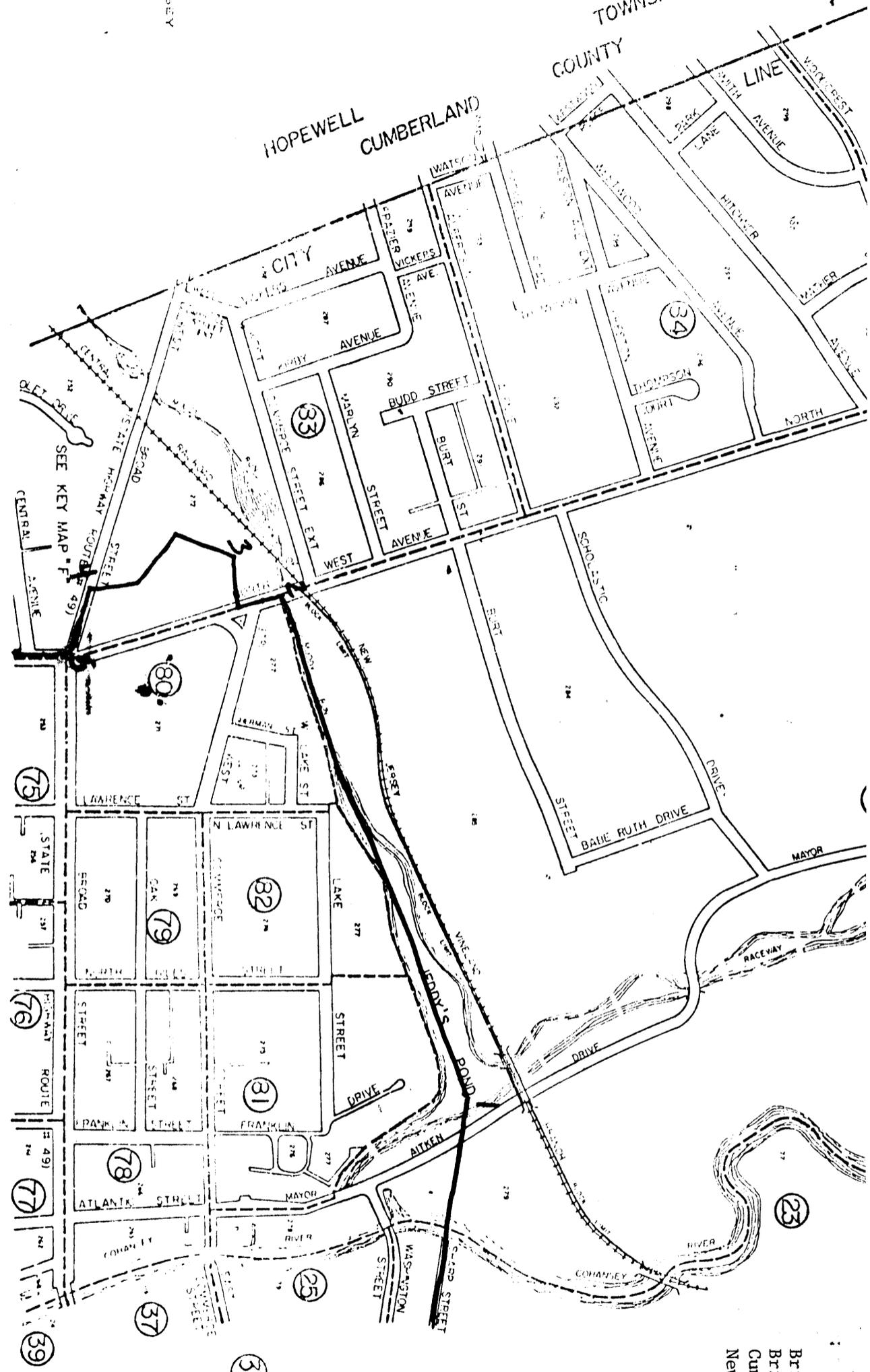
HOPEWELL
CUMBERLAND
TOWNSHIP
COUNTY

CITY

Bridgeton Historic District
Bridgeton City
Cumberland County
New Jersey

CITY
NEW JERSEY

COUNTY
TOWNSHIP

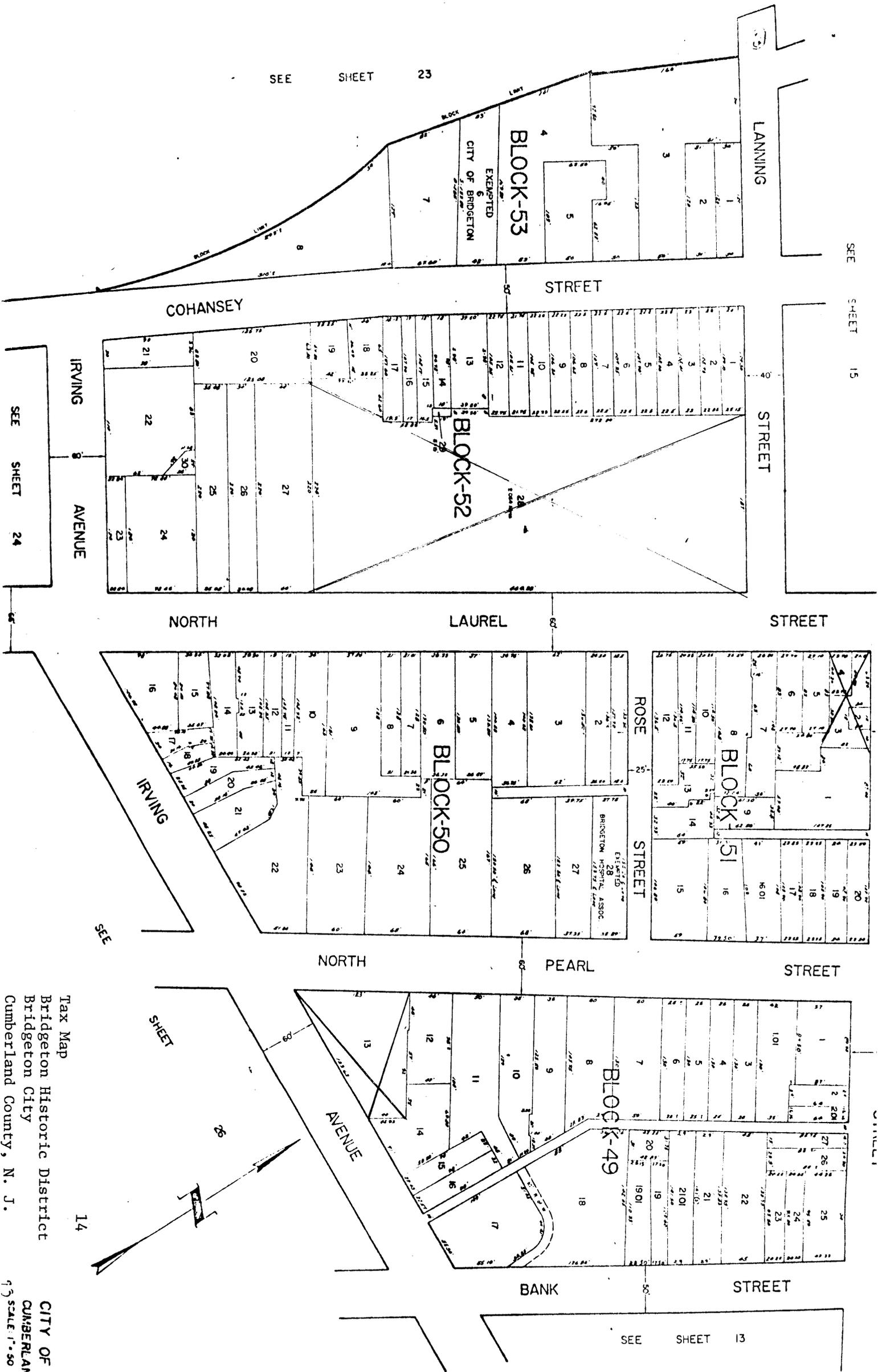


32
...INDICATES MAP PAGE NUMBER
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Bridgeton Historic District
Bridgeton City
Cumberland County
New Jersey

SEE SHEET 23

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SEE SHEET 24

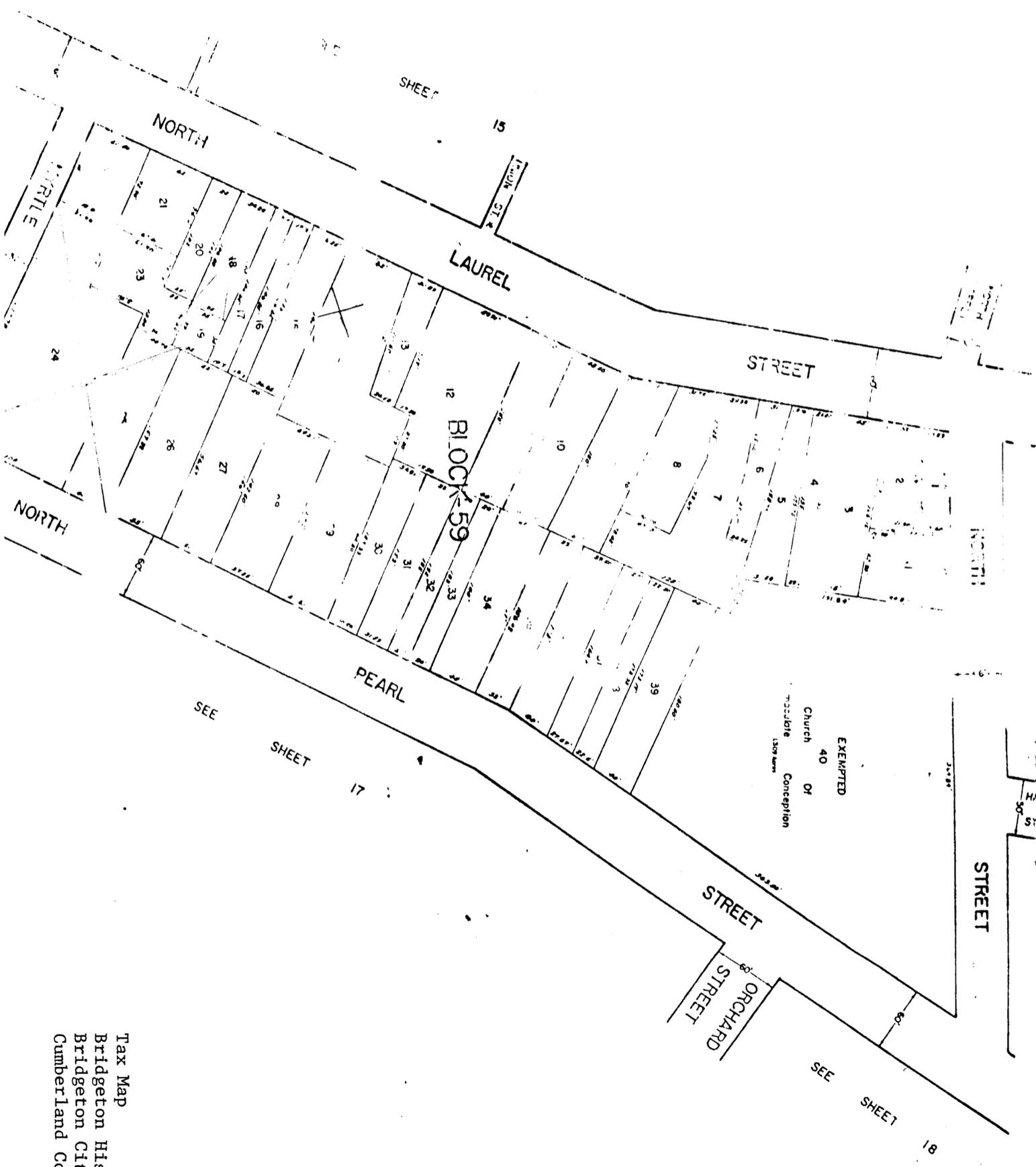
SEE SHEET 14

SEE SHEET 13

Tax Map
 Bridgeton Historic District
 Bridgeton City
 Cumberland County, N. J.

CITY OF BRIDGETON
 CUMBERLAND COUNTY
 JANUARY 1973

SCALE: 1" = 50'



Tax Map
 Bridgeton Historic District
 Bridgeton City
 Cumberland County, N. J.

WILMOT STREET

ORCHARD

SEE

SHEET

STREET

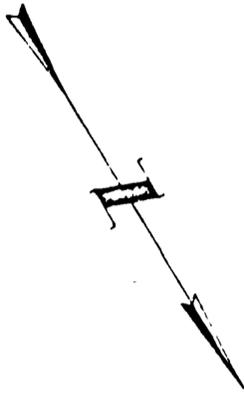
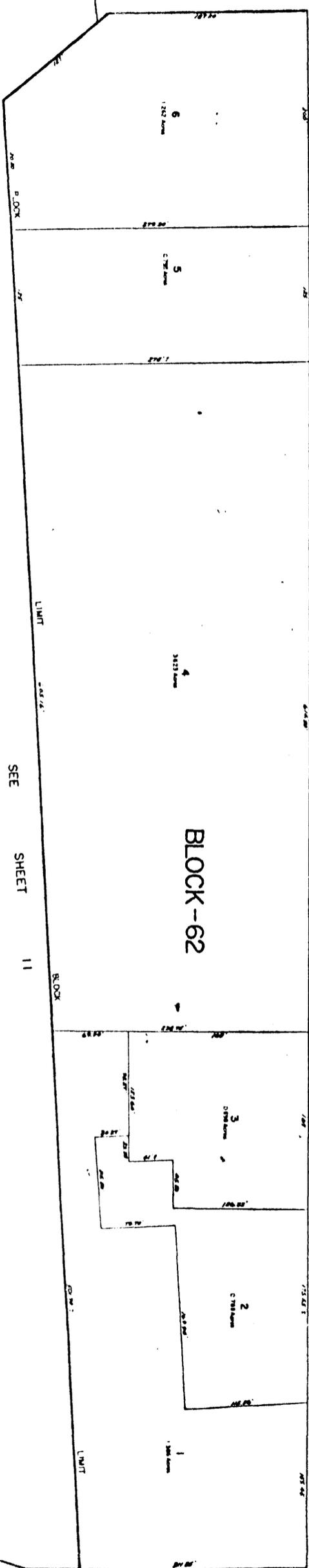
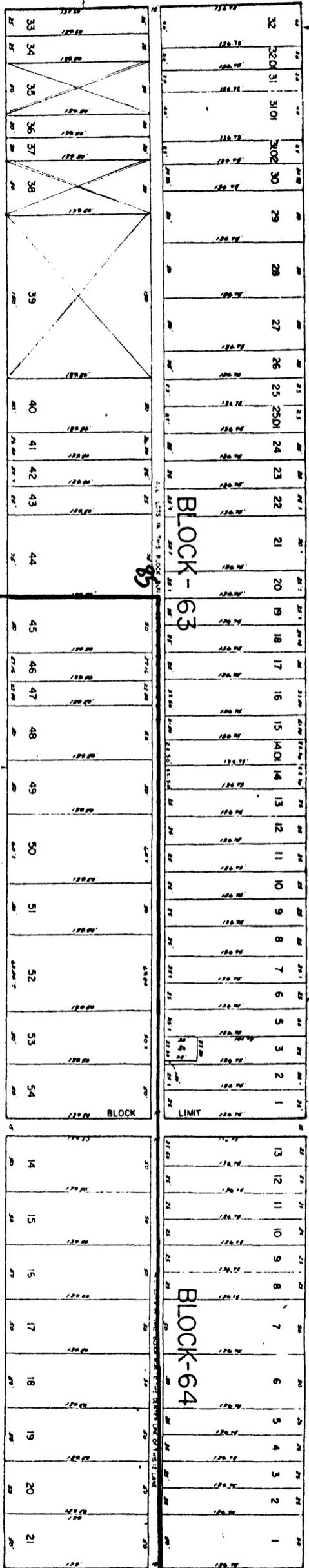
WILSON STREET

NORTH

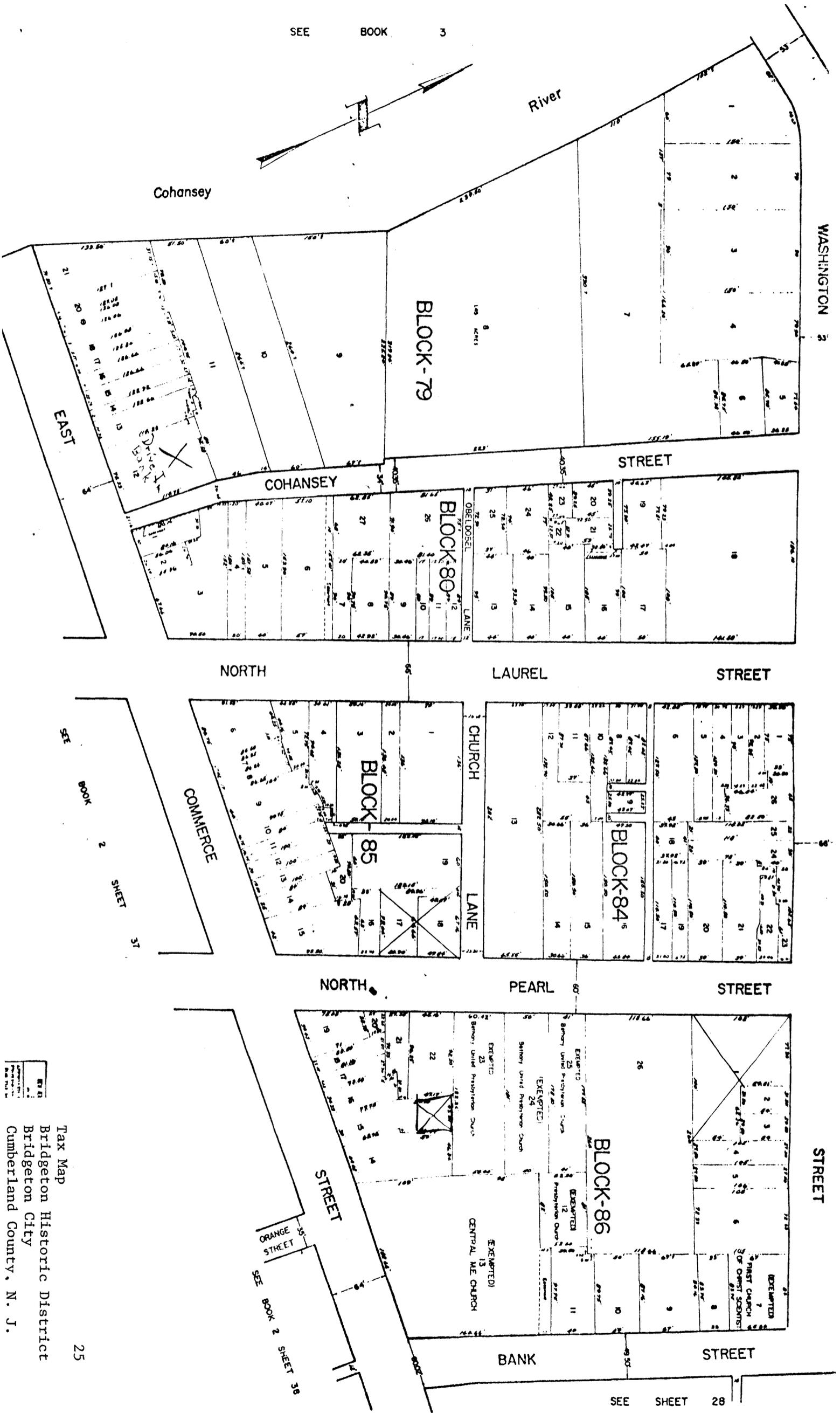
MORTON STREET

PEARL

PENN STREET



Tax Map
 Bridgeton Historic District
 Bridgeton City
 Cumberland County, N. J.



Tax Map
 Bridgeton Historic District
 Bridgeton City
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SEE SHEET 14

NORTH LAUREL STREET

SEE SHEET 24

MARION STREET

BLOCK - 82

IRVING

SEE SHEET 14

NORTH

PEARL STREET

STREET

SEE SHEET 27

MARION

PEARL STREET BAPTIST CHURCH (EXEMPTED)

BLOCK - 88

FIRST BAPTIST CHURCH CEMETERY (EXEMPTED)

SEE SHEET 14

AVENUE

BANK STREET

STREET

SEE SHEET 27

STREET

BLOCK - 89

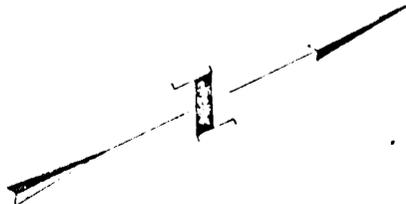
STREET

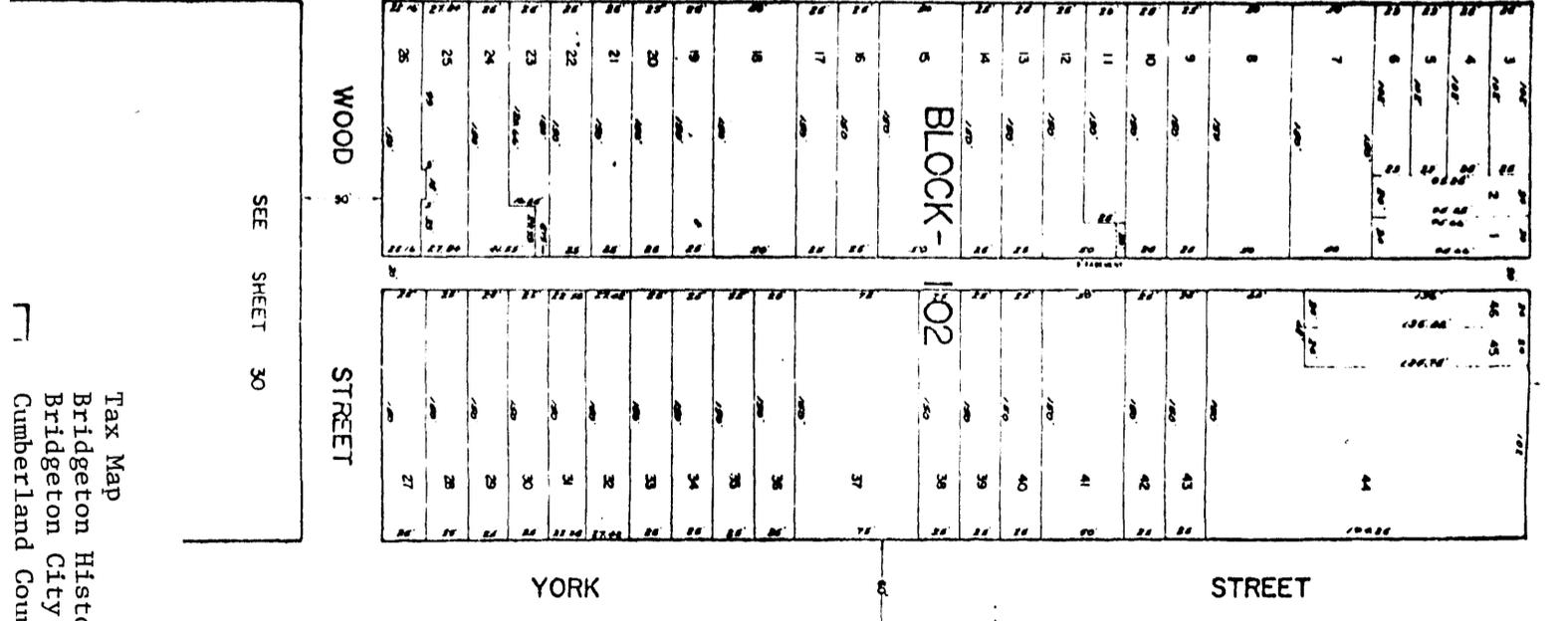
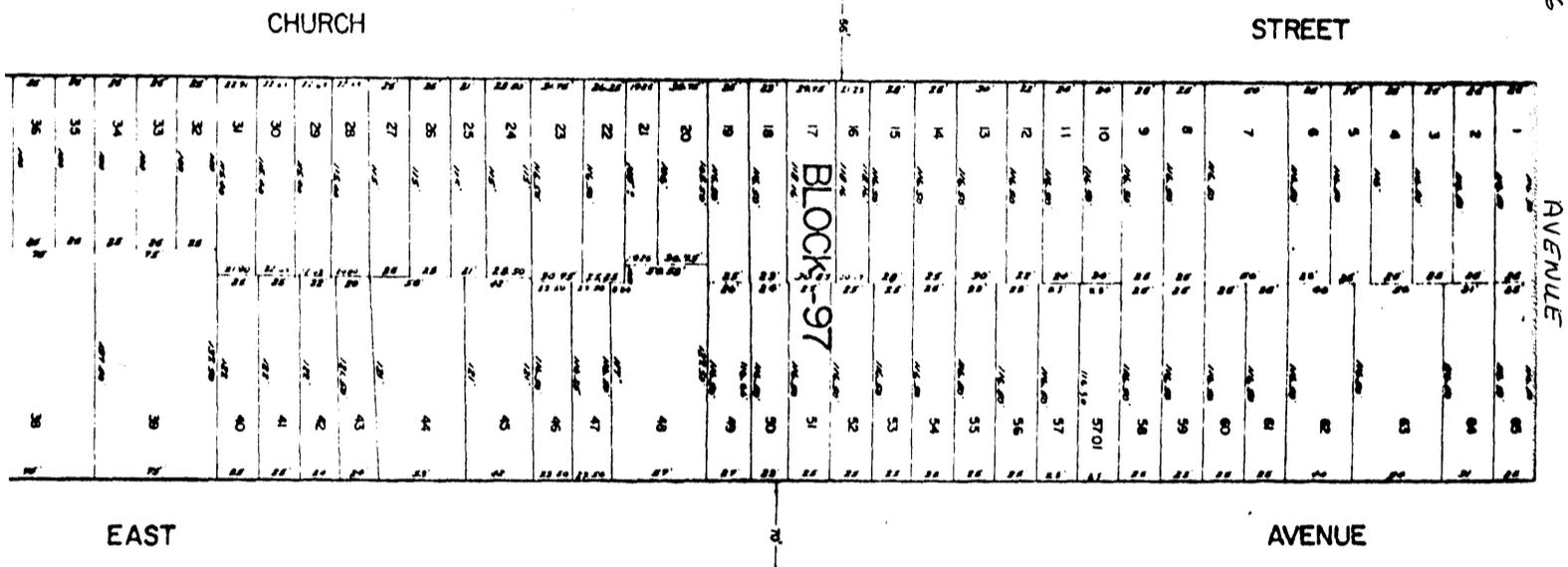
WALNUT

SEE SHEET 29

SEE SHEET 29

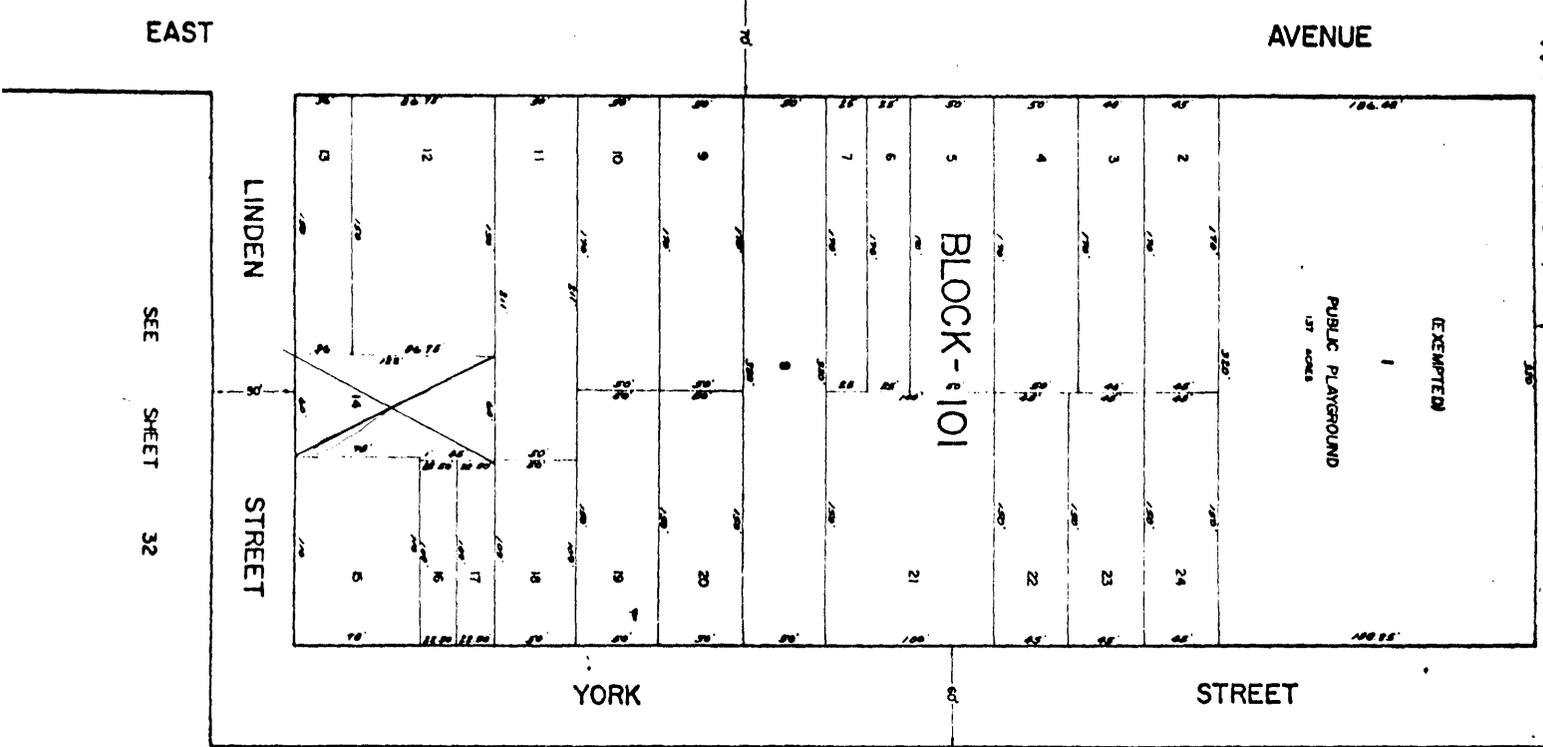
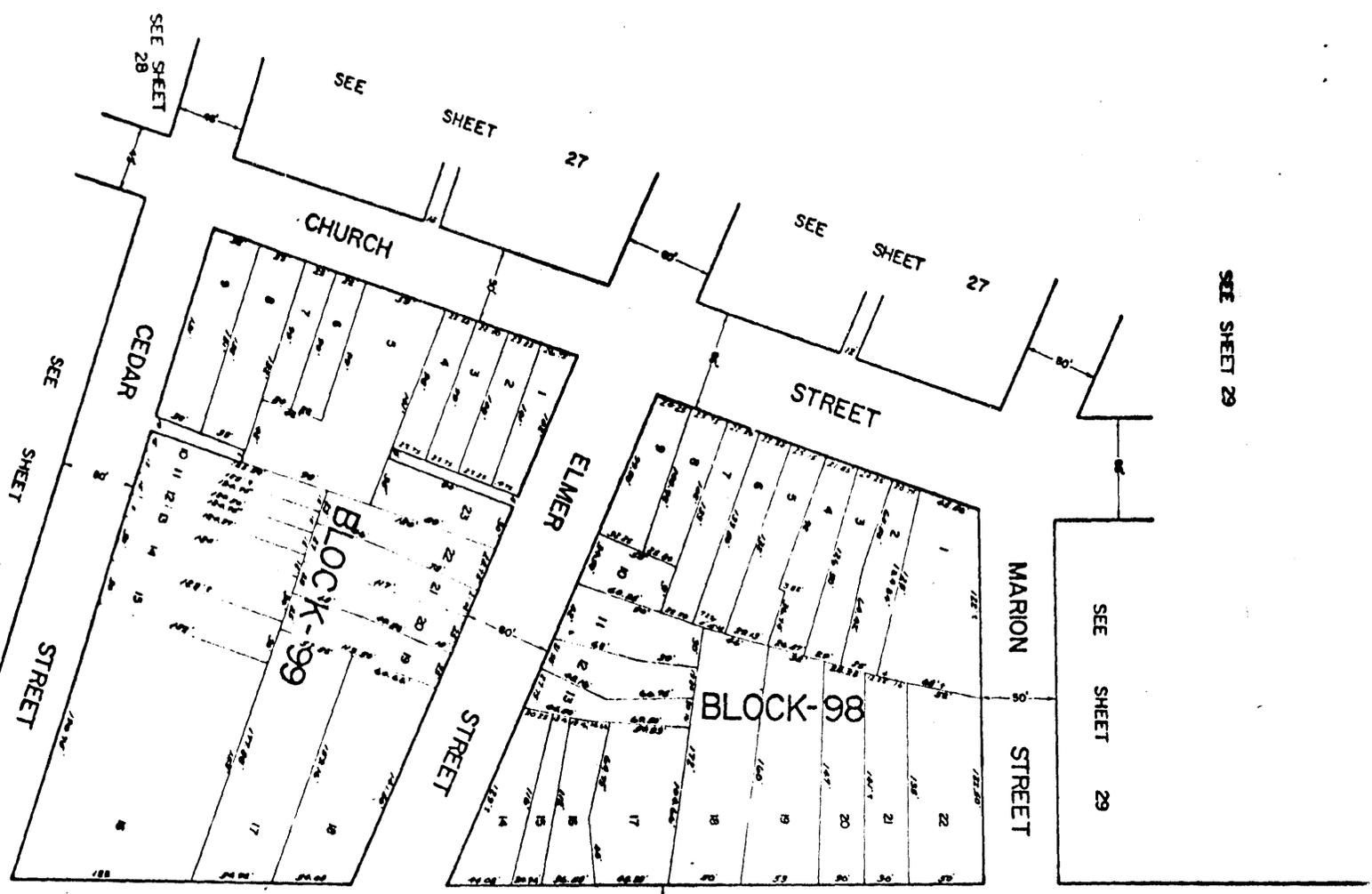
PLANKER STREET





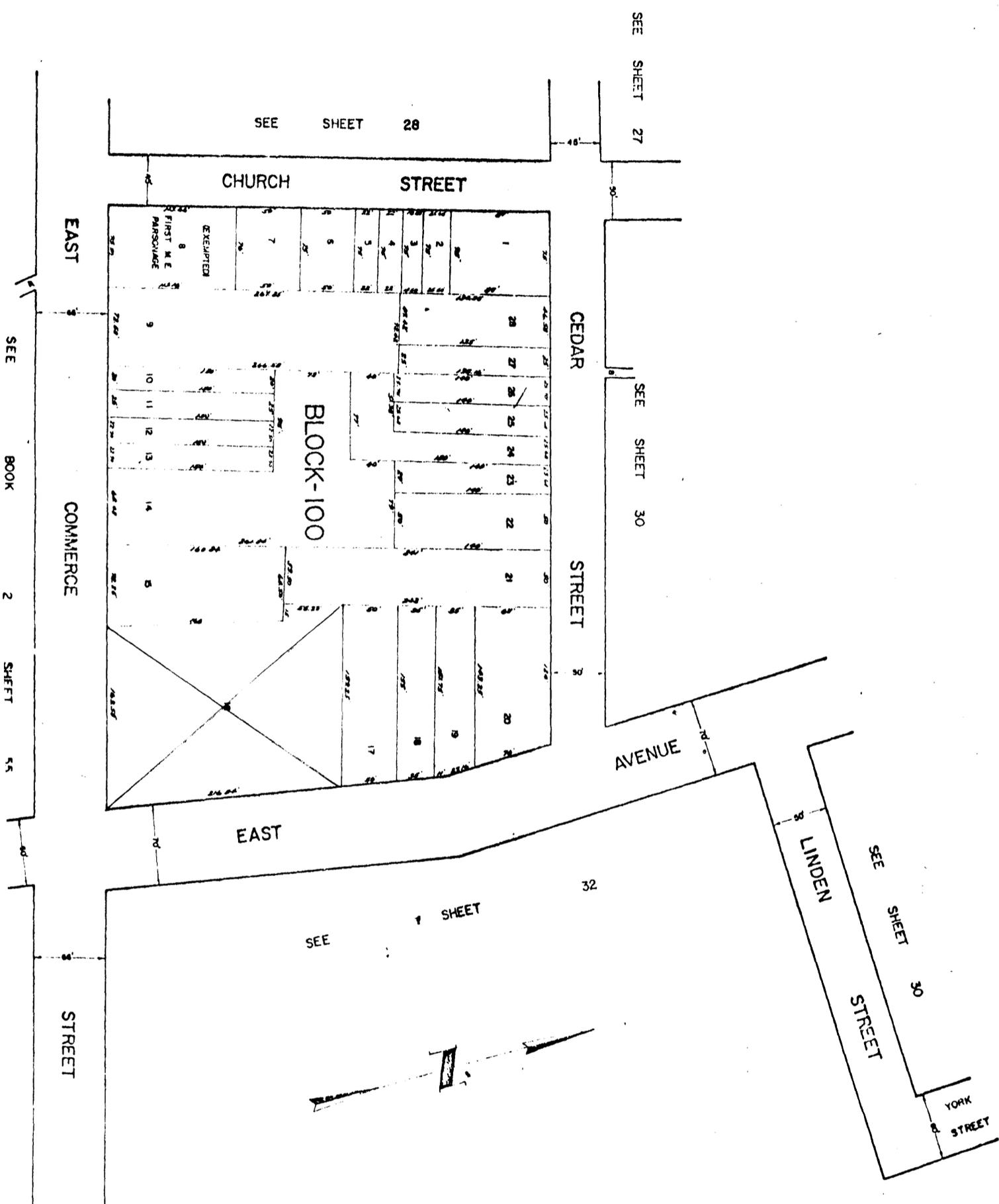
Tax Map
Bridgeton Historic District
Bridgeton City
Cumberland County, N. T.



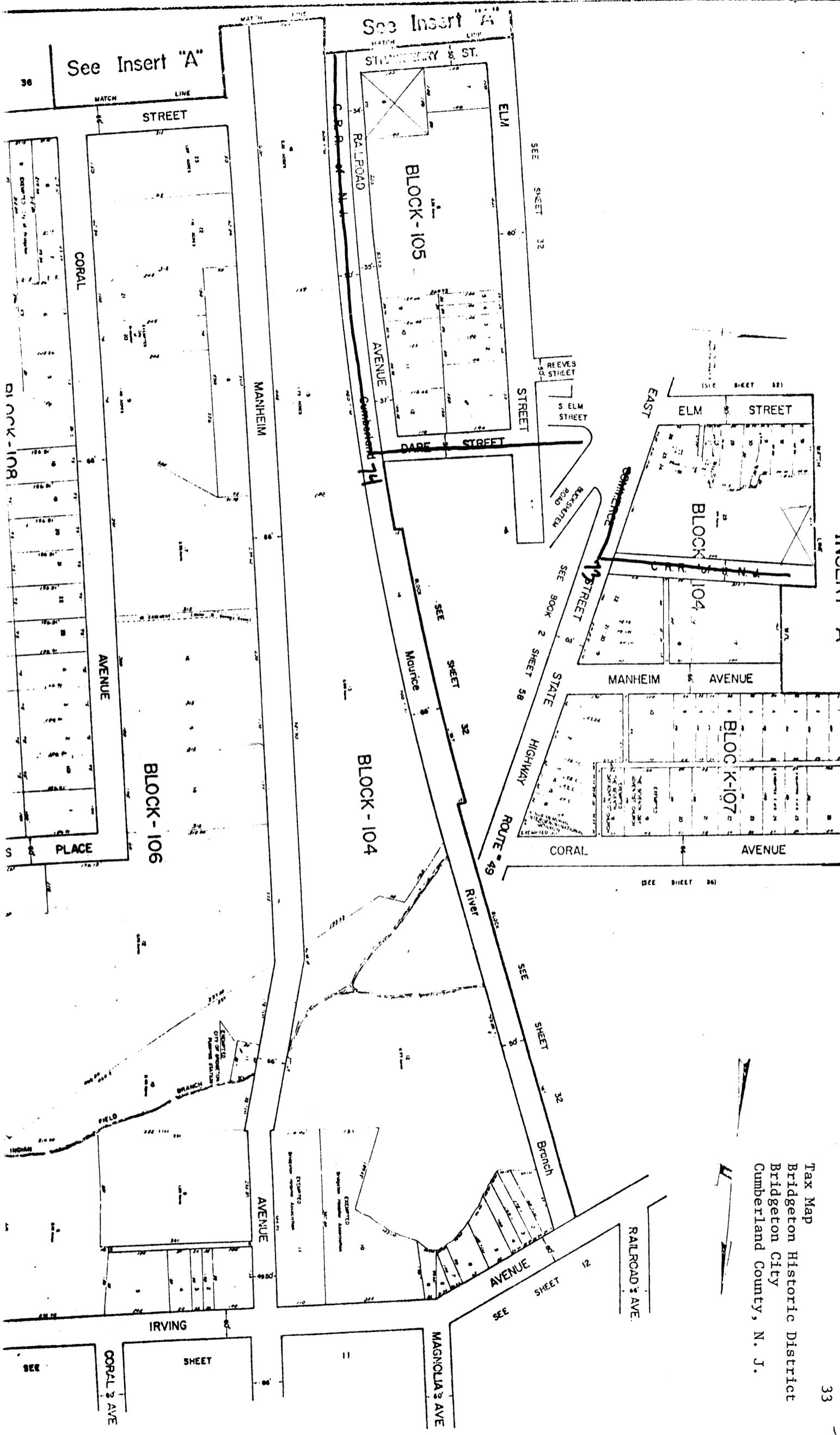


SEE SHEET 32





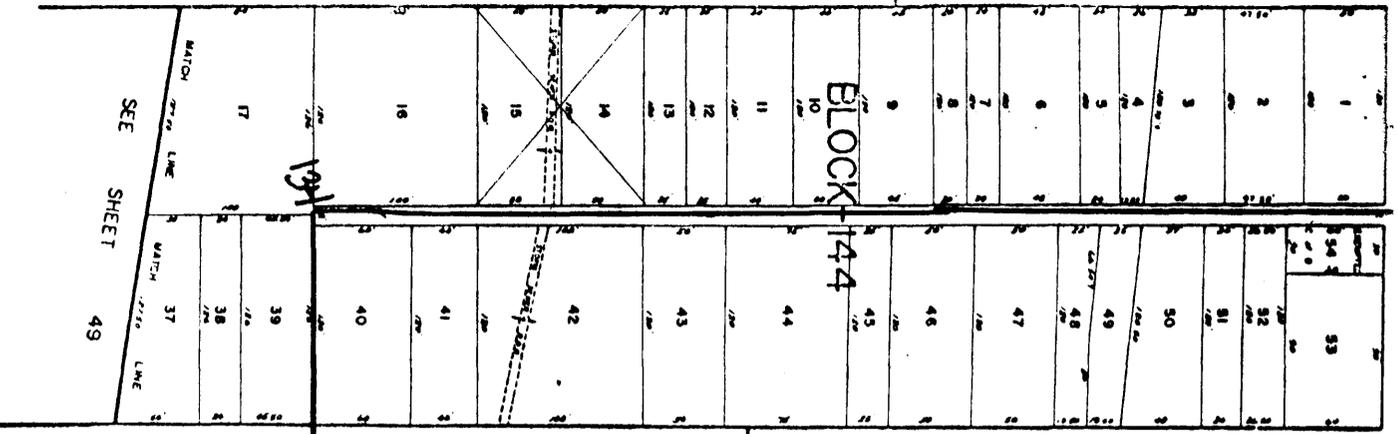
Tax Map
 Bridgeton Historic District
 Bridgeton City
 Cumberland County, N. J.



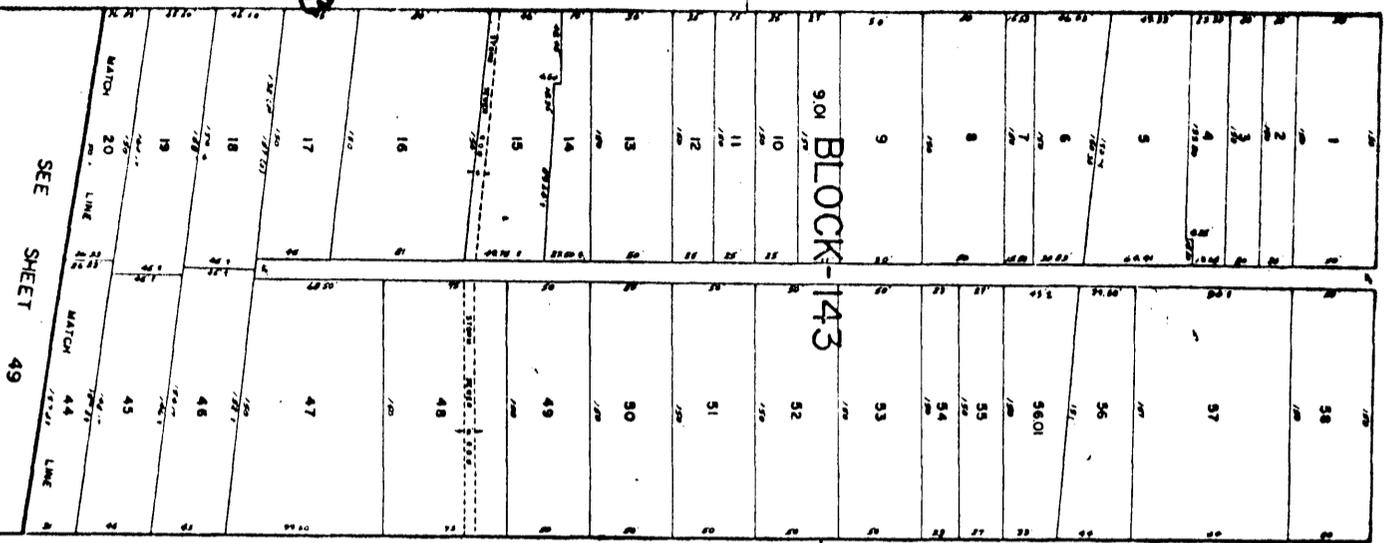
Tax Map
 Bridgeton Historic District
 Bridgeton City
 Cumberland County, N. J.

SOUTH AVENUE

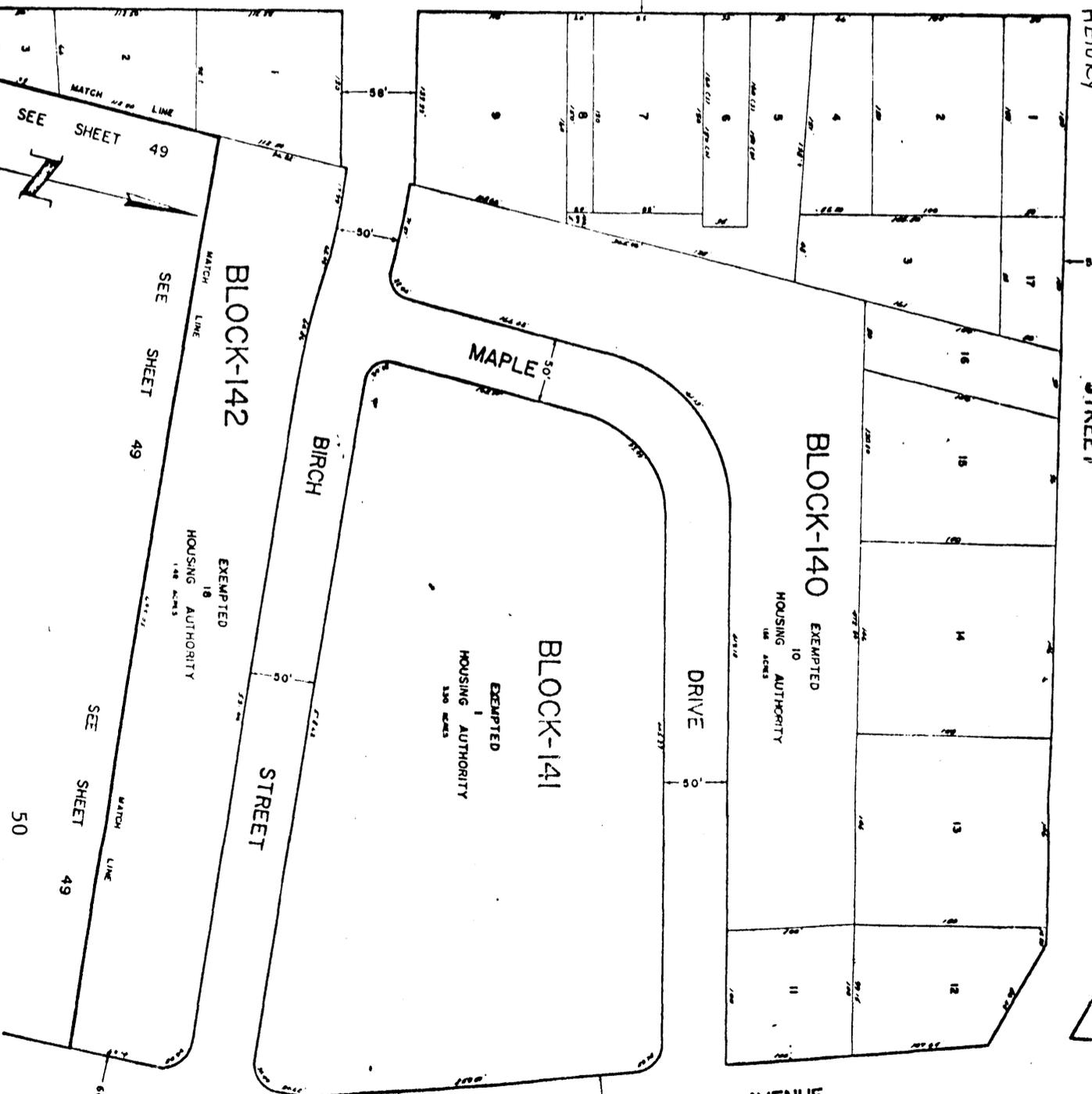
AVENUE



PINE STREET



SPRUCE STREET

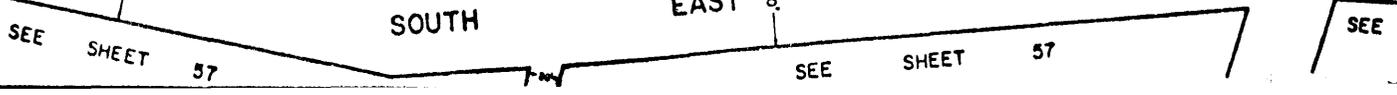


HENRY STREET

STREET

SOUTH EAST AVENUE

AVENUE



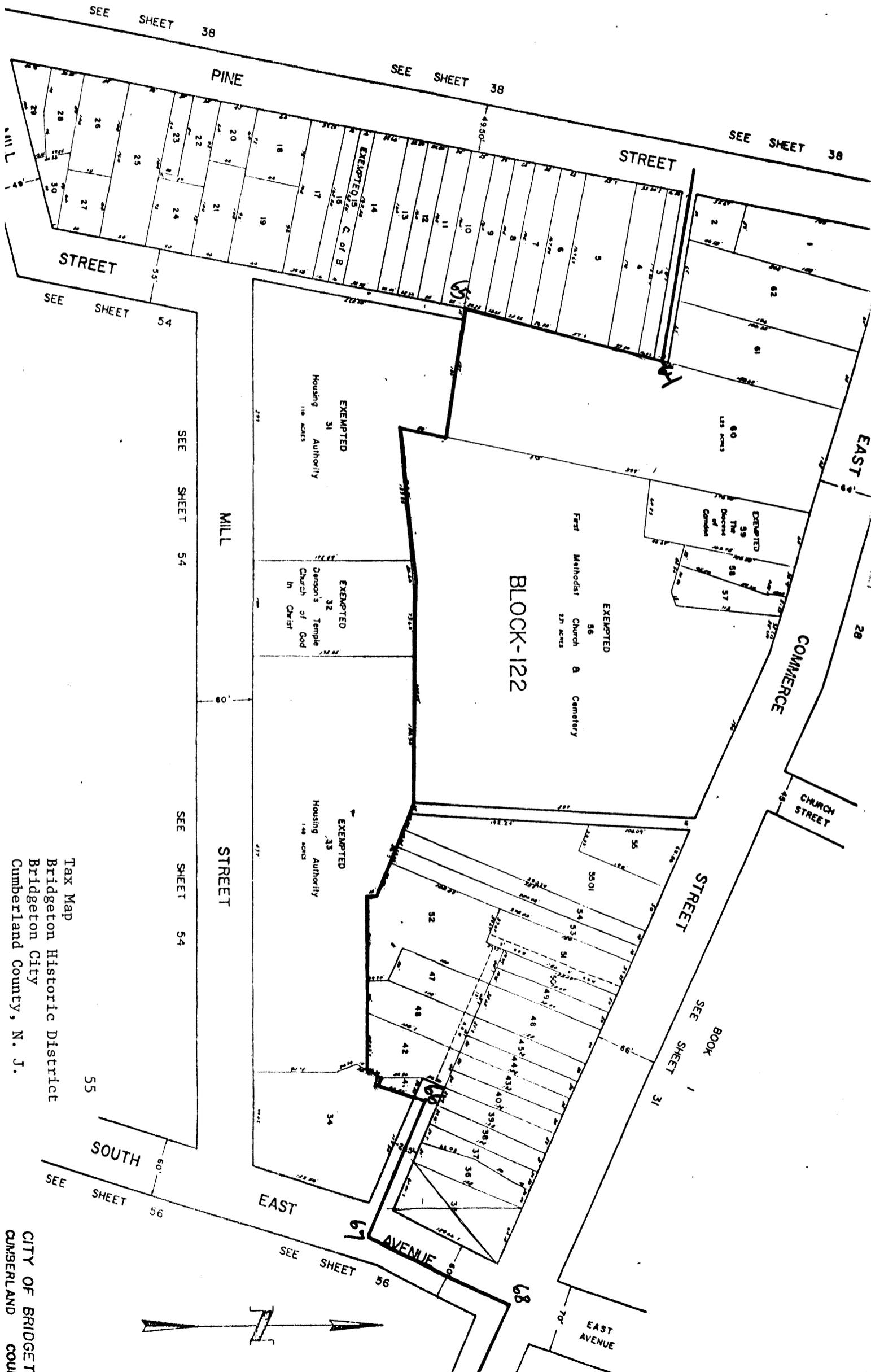
SEE SHEET 49

SEE SHEET 57

SEE

Tax Map
 Bridgeton Historic District
 Bridgeton City
 Cumberland County, N. J.

CITY OF BRIDGETON
 CUMBERLAND COUNTY
 SCALE: 1"=50'
 JANUARY 1973
 A. A. FRALINGER, JR., CITY ENGINEER



SEE SHEET 38

SEE SHEET 38

SEE SHEET 38

SEE SHEET 54

SEE SHEET 54

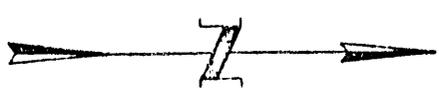
SEE SHEET 54

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SEE SHEET 56

Tax Map
 Bridgeton Historic District
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 Cumberland County, N. J.

CITY OF BRIDGETON
 CUMBERLAND COUNTY



SEE SHEET 75

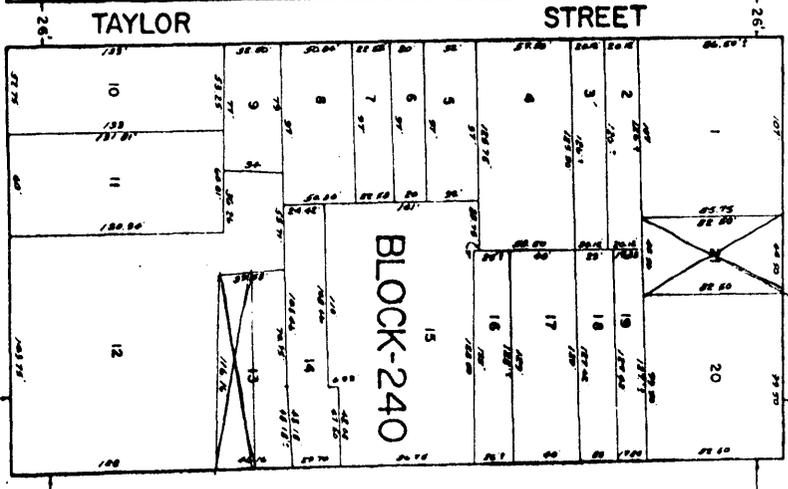
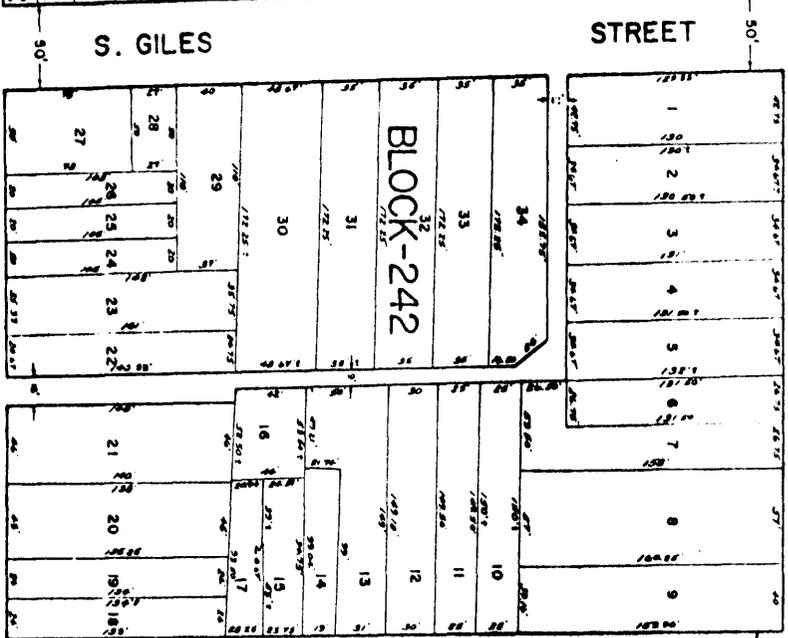
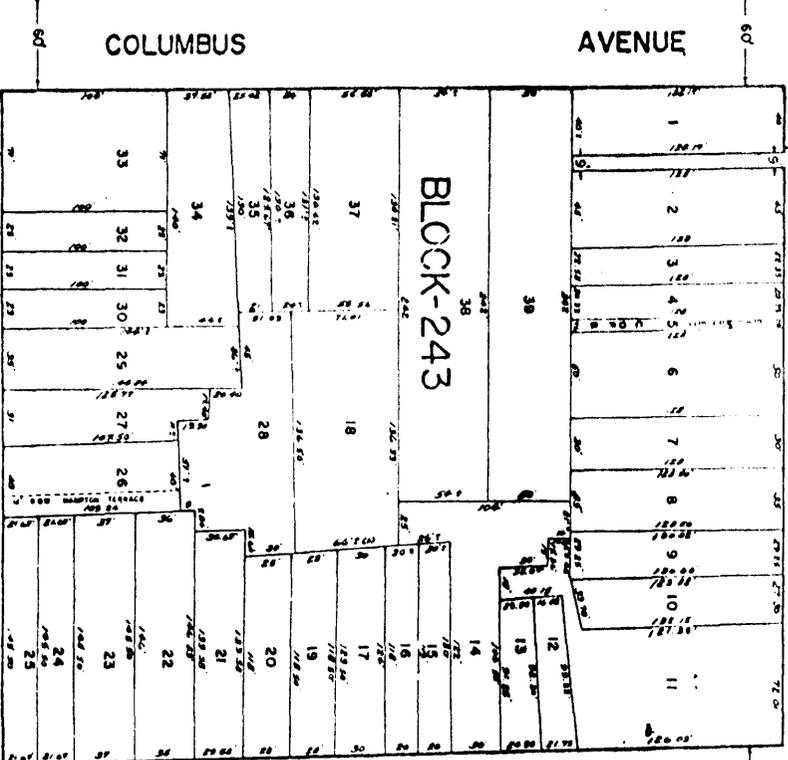
SEE SHEET 76

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SEE SHEET 76

SEE SHEET 77

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SEE SHEET 70

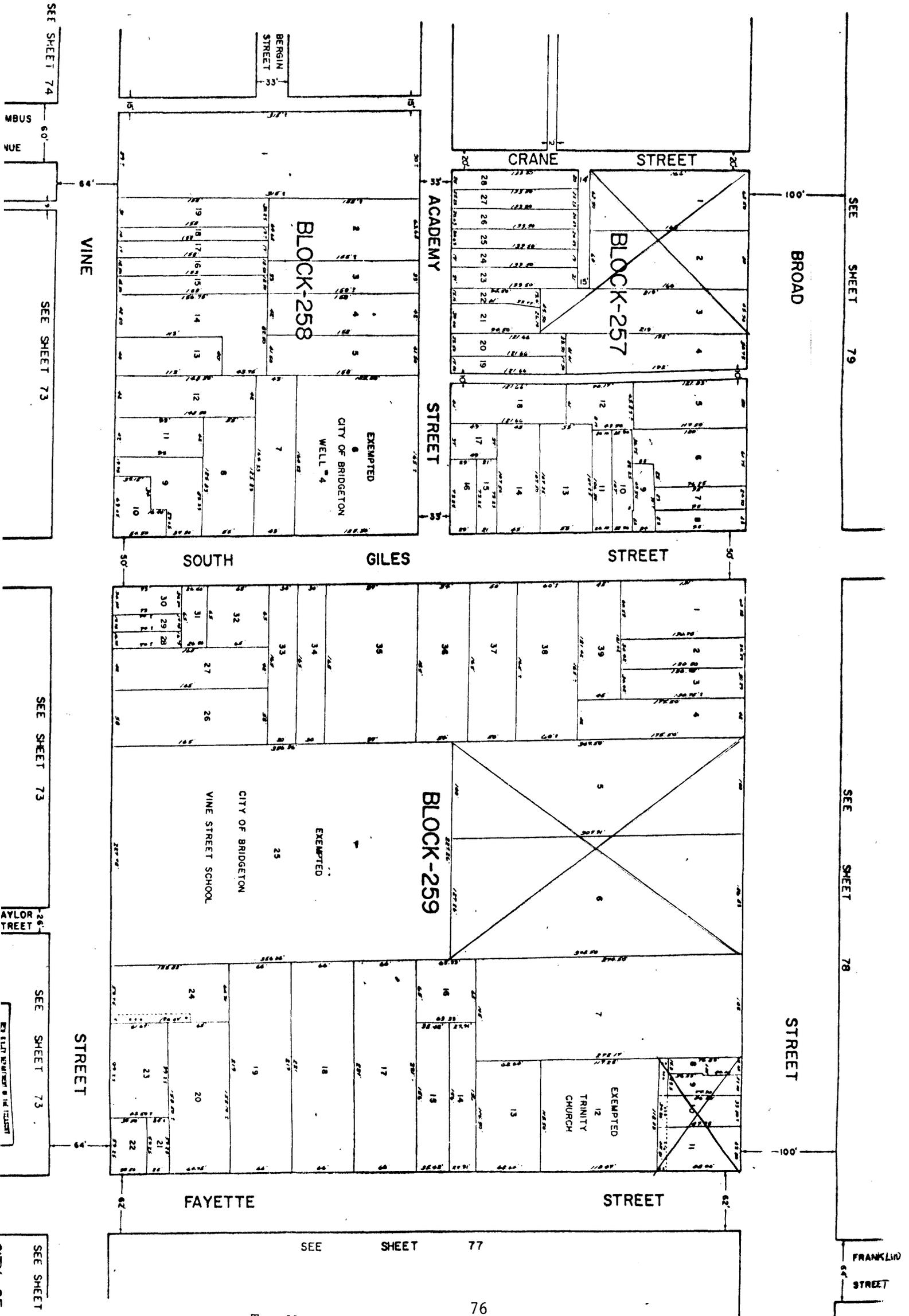
SEE SHEET 71

HAMPTON

STREET



Tax Map
 Bridgeton Historic District
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 Cumberland County, N. J.



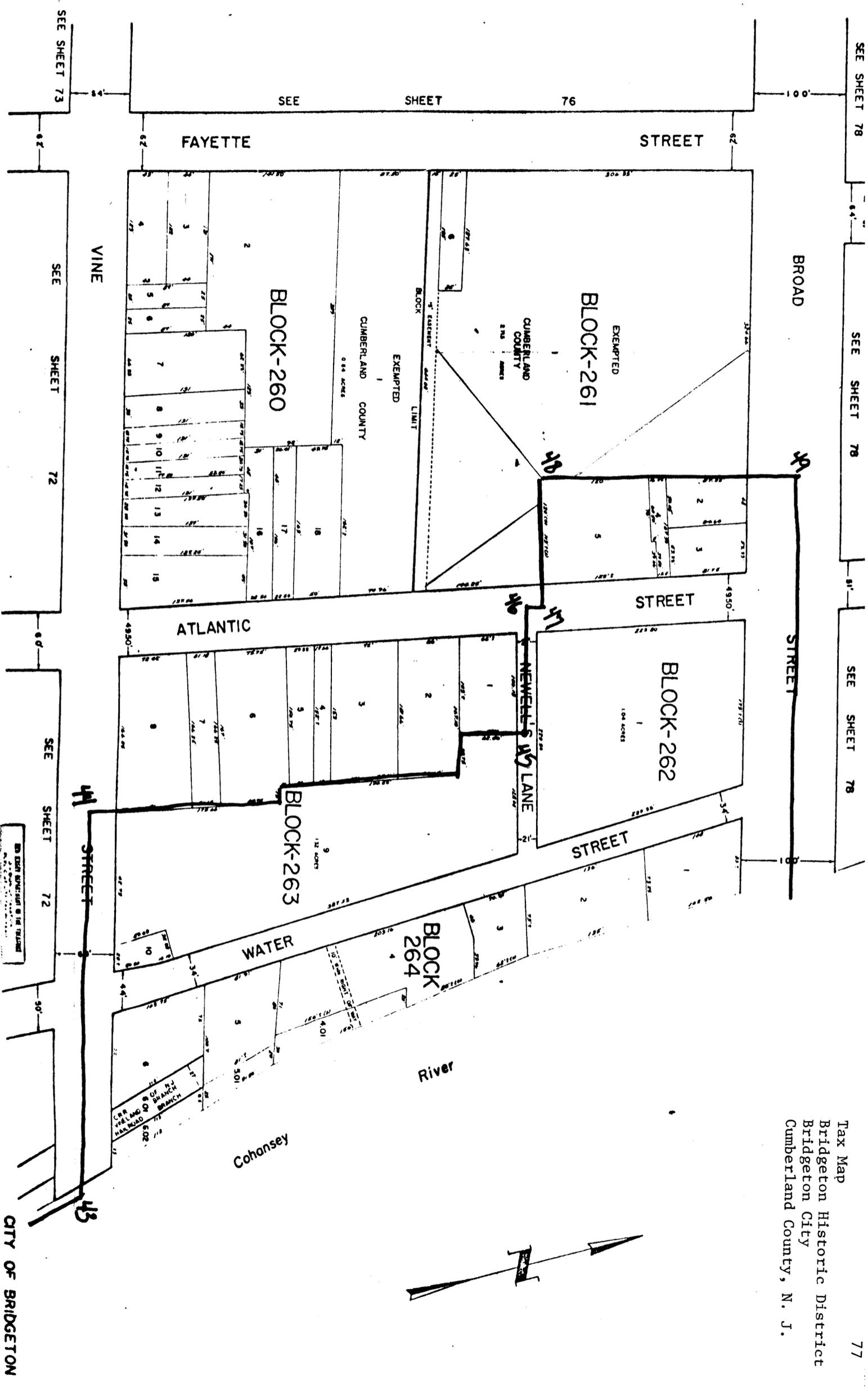
Tax Map
 Bridgeton Historic District
 Bridgeton City
 Cumberland County, N. J.

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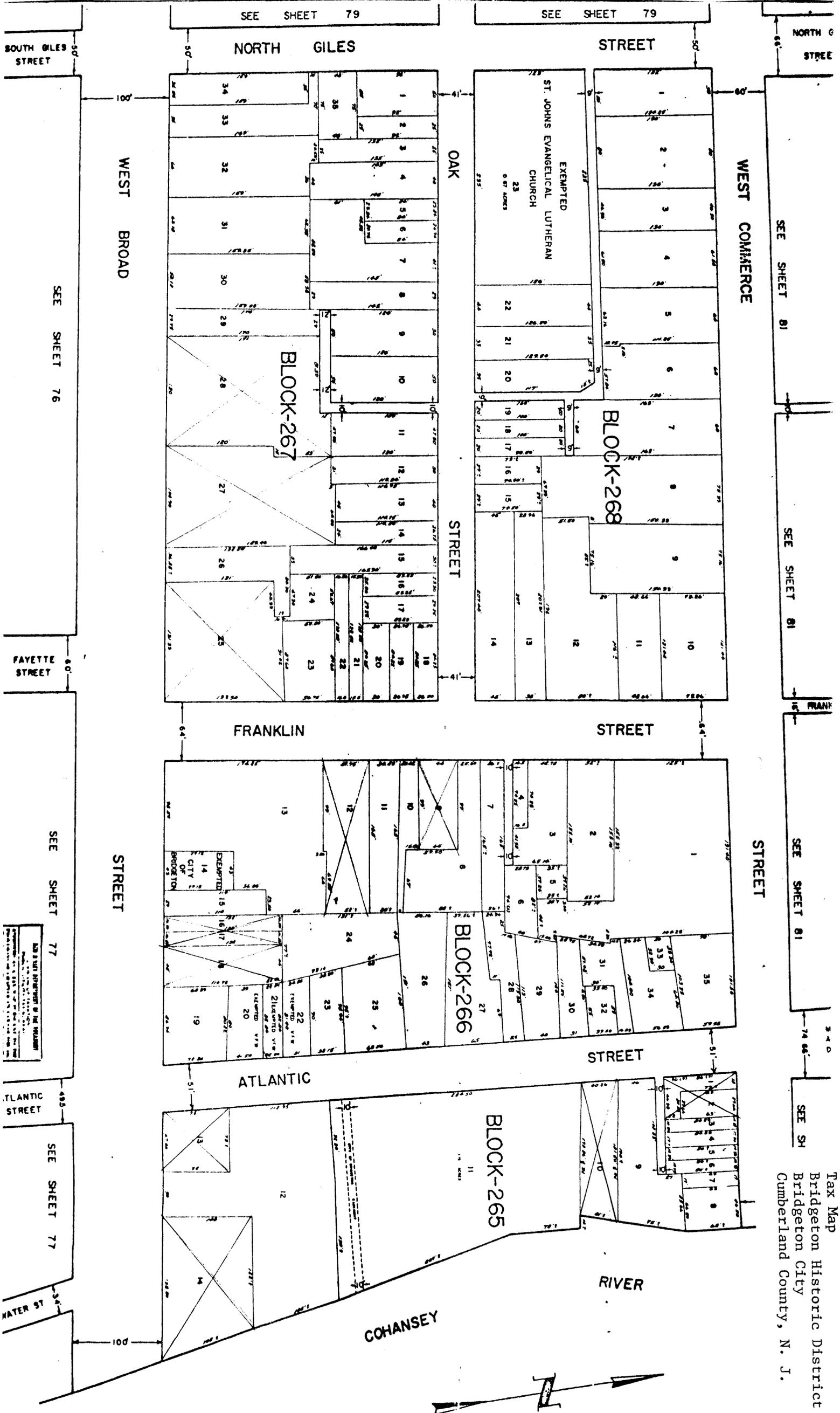
SEE SHEET 78

SEE SHEET 78

Tax Map
Bridgeton Historic District
Bridgeton City
Cumberland County, N. J.



CITY OF BRIDGETON



SEE SHEET 80

LAWRENCE STREET

STREET

WEST

COMMERCE

STREET

WEST

BLOCK-269

BLOCK-270

OAK

STREET

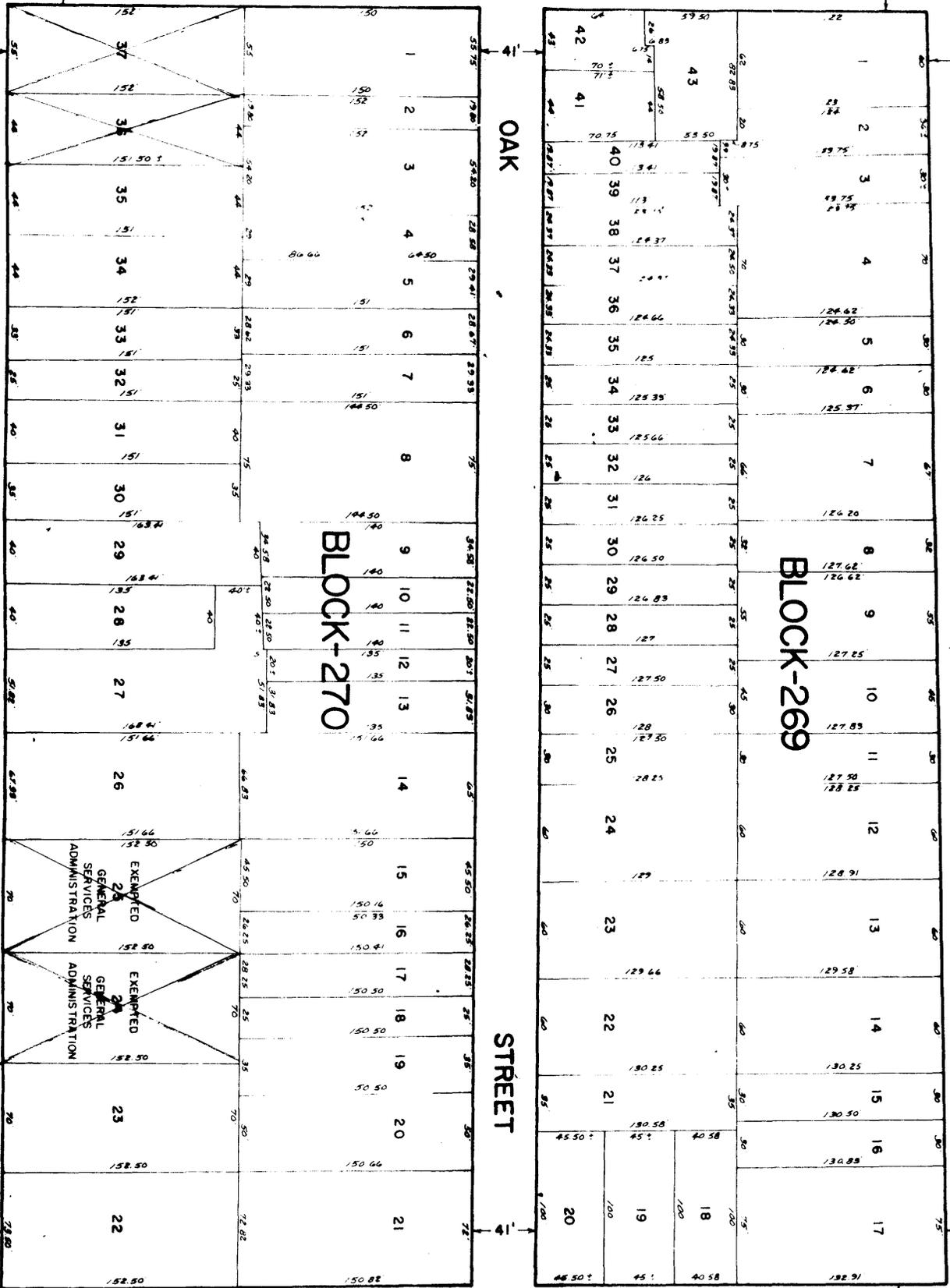
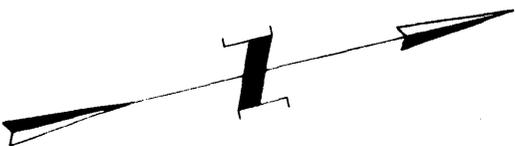
STREET

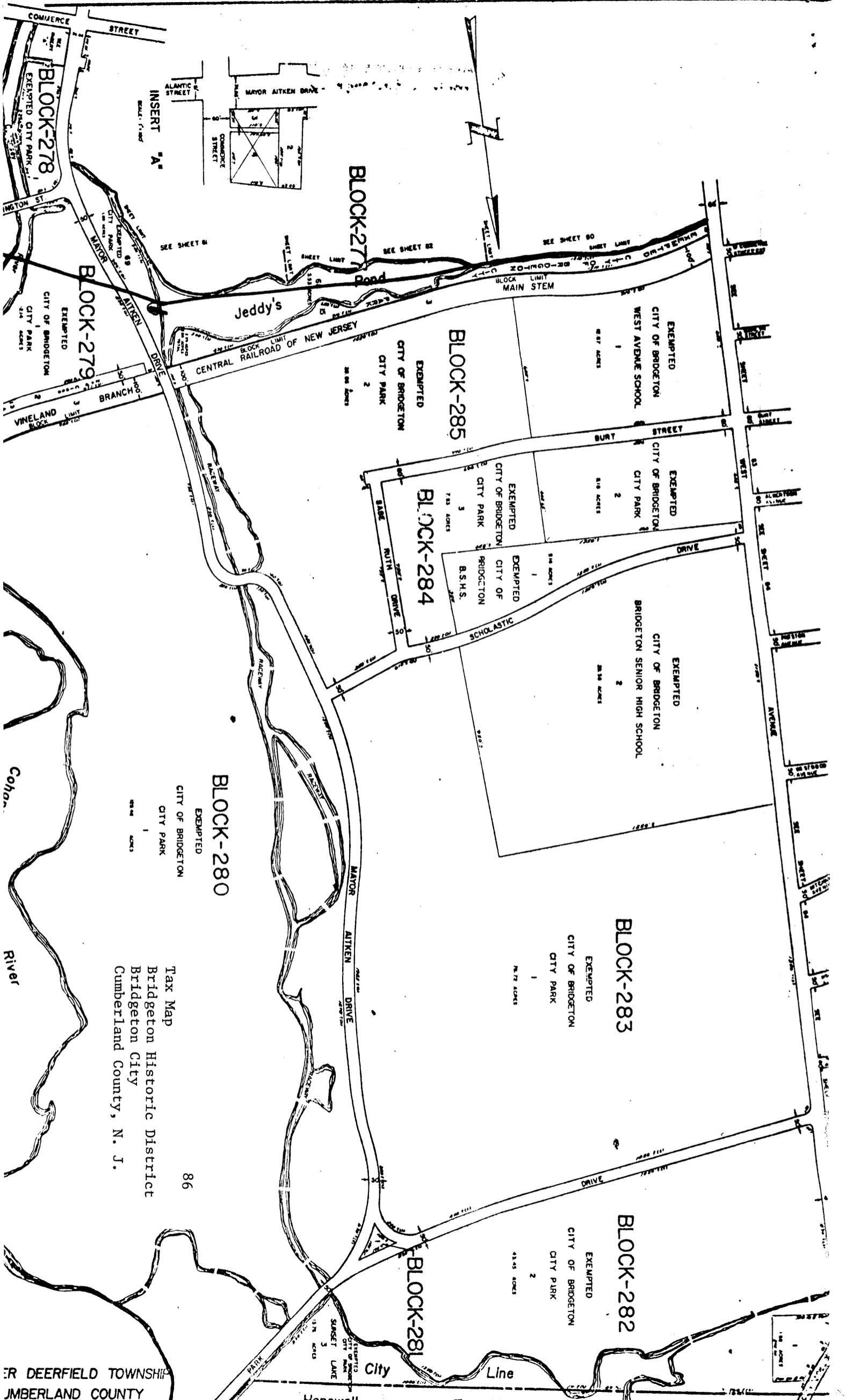
NORTH GILES

WEST BROAD

STREET

SEE SHEET 78





Tax Map
 Bridgeton Historic District
 Bridgeton City
 Cumberland County, N. J.