

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 100-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Delaware Historic District

other names/site number _____

2. Location

street and number Ann, Clinton, Charles and Valley Streets, Delaware Road, Route 46 and Ferry Lane N/A not for publication

city or town Knowlton Township N/A vicinity

state New Jersey code NJ county Warren code 041 zip code 07833

3. State/Federal Agency Certification

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

[Signature]
Signature of certifying official/Title

[Date]
Date

Marc A. Matsil, Assistant Commissioner Natural & Historic Resources/DSHPO
State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register.
 See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain) _____

[Signature]
Signature of the Keeper

Date of Action

Erson R. Beall

3-20-03

Delaware
Name of Property

Warren County, NJ
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

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

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

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

Contributing	Noncontributing	
<u>60</u>	<u>12</u>	buildings
<u>3</u>	<u>1</u>	sites
<u>3</u>	<u>2</u>	structures
<u>1</u>	<u>0</u>	objects
<u>67</u>	<u>15</u>	Total

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

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

DOMESTIC/single family

DOMESTIC/single family

DOMESTIC/hotel

RELIGION/religious facility

COMMERCE/department store

GOVERNMENT/post office

GOVERNMENT/post office

FUNERARY/cemetery

INDUSTRY/manufacturing facility

RELIGION/religious facility

TRANSPORTATION/rail-related

FUNERARY/cemetery

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

Italianate

foundation stone

Queen Anne

walls clapboard

Craftsman

aluminum

roof asphalt

other slate

Narrative Description

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

Delaware
Name of Property

Warren County, NJ
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions)

- Architecture
- Community Development
- Commerce
- Transportation
- Recreation
- Industry

Period of Significance

c. 1856-1924

Significant Dates

1856

Significant Person

(Complete if Criterion B is marked above)

John I. Blair

Cultural Affiliation

N/A

Architect/Builder

N/A

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository:

Delaware

Warren County, NJ

Name of Property

County and State

10. Geographical Data

Acreage of Property approximately 90 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	18	494548	4527662
	Zone	Easting	Northing
2	18	494370	4526945

3	18	494711	4526890
	Zone	Easting	Northing
4	18	494833	4526290

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Dennis Bertland, Sally Bishop, and Melody Lee-Imhof

organization Dennis Bertland Associates date June 2002

street & number P.O. Box 11 telephone 908-689-6356

city or town Port Murray state NJ zip code 07865

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

Additional items

Check with the SHPO or FPO for any additional items

Property Owner

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

name

street & number telephone

city or town state zip code

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

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

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DESCRIPTION

Architectural Classification:

Gothic Revival
Colonial Revival
Georgian
Federal
Greek Revival

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DESCRIPTION

Materials

Walls stone
brick

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DESCRIPTION

The Delaware Historic District is located in Knowlton Township, in northwest Warren County, New Jersey. It is situated along the Delaware River and U. S. Route 46 approximately three miles south of that highway's junction Interstate Route 80 and seven miles downstream from the Delaware Water Gap. The village of Delaware occupies the flood plain of the Delaware River, hugging the foot of the limestone uplands framing the east side of the Delaware River valley. Delawanna Creek, a small Delaware River tributary, cuts through the ridge just north of the village providing the waterpower that was utilized at an early date. An early road up the river, subsequently paralleled by the Warren Railroad and Route 46, gives the district a north/south orientation, and the village core encompasses several rectilinearly platted blocks between the old road and the railroad alignment. Delaware is largely residential but includes a number of commercial and institutional uses. While some agricultural land remains along the Delaware River south and west of the district, the riverbank is largely wooded as are the hillsides to the east. Modern commercial development is scattered along Route 46, and low-density residential development is found in the environs of the district.

The Delaware Historic District comprises most of the village of Delaware, the 19th century railroad alignment, where intact, and the site of a Delaware River ferry. An inventory of the district's resources forms part of this section, and the resources are categorized as being "contributing" or "non-contributing" to the historical significance of the district. Contributing resources include sixty buildings, three sites (a ferry site, as well as mill and barn foundations) and three structures (a railroad culvert, an original segment of concrete roadway, and a bridge), and one object (a pair of millstones). Non-contributing resources encompass twelve buildings (mostly modern dwellings and garages), one site (a poured concrete foundation) and two structures (both 20th century road bridges).

For the most part, the district's buildings are predominantly frame, gable-roofed vernacular structures of moderate size that date from the village's development as a railroad junction in the mid-to late 19th century and exhibit stylistic embellishment typical of that era. There are a few earlier buildings, however, and several dating to the early 20th century, as well as a few with gambrel or hip roofs and several of masonry construction. Many have been enlarged or remodeled over the years, but alterations have usually not been disfiguring enough to mar the historic architectural character of the district. The majority of the buildings are in good condition with significant features and detailing intact; however, a few are seriously deteriorated or neglected. The district exhibits a varied building density. The streetscape in the central part of Delaware is one of tightly spaced

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dwellings on small lots, while to the north and south buildings generally are more widely spaced on larger lots.

The district contains two early dwellings: the Robeson -Albertson house, a stone, 1-story, gable-roofed house dating to the mid-18th century (inventory #2, photo #4) and the Dr. Jabez Gwinnup house, a side-hall-plan gambrel-roofed dwelling dating to about 1815 (inventory #13, photo #s 6 & 7). In general, however, the district's residential architecture is typical of the region's growing towns and villages during the mid- to late 19th and early 20th centuries. The traditional, two-story, gable-roofed type with single-pile plan, regular facade of three to five bays, and gable-end chimneys (known as the I-type and ubiquitous throughout northwestern New Jersey in the nineteenth century) is well represented among district dwellings, like 14 Ann St. and 9 Clarence St. (inventory #s 20 and 47, photo #s 10 and 20). The gable-fronted type found in many of the region's towns during the mid/late 19th century period is also well represented in the district; examples includes inventory #s 9, 10, 26, 27 and 45 (photo #19, 33 and 34). There are also a couple examples dating ca. 1870-90 of the L-shaped plan type derived from the asymmetrical Italianate villa including inventory #s 15 and 26 (photo # 32). The district also contains simple bungalow-type dwellings dating from the early 20th century, with gable and hip roofs (inventory #s 16 and 55). Outbuildings are commonly found behind the district's houses, including privies, carriage houses, wagon sheds and small barns, and garages (inventory #20, photo #11). Many of these buildings are modest or unadorned, but a number are quite elaborately detailed including those found at inventory #s 27 and 45 (photo #s 19, 33).

The district also contains institutional, commercial, and industrial buildings. Two churches, Knowlton Presbyterian Church and St. James Episcopal Church, are frame, gable-fronted buildings with projecting spire-capped bell towers, which date, respectively, to 1869 and 1873 (inventory #s 48 and 50, photo #s 21 and 22). Clinton Street is the historic commercial center of Delaware. It is fronted by the village's first store, a brick building erected in 1860 (inventory #37, photo #s 15 and 17), which has housed the U.S. Post Office since 1884, two frame hotels (inventory #s 33 and 34, photo #16) which date respectively to 1860 and 1858, and another frame store (inventory #38, photo #18) built in 1871. The Delawanna House, a frame boarding house of late 19th-century date (inventory #1, photo #1, 2 & 3) adjoins Delawanna Creek at the north end of the district. A blacksmithy/wagon factory (inventory #23, photo #s 12 and 13), and a gristmill site (inventory #3) constitute the district's surviving industrial resources.

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Stylistically, district buildings exhibit a variety of architectural tastes and practices. The earliest dwellings, typical of the region's 18th and early 19th century domestic architecture, illustrate the Georgian and Federal styles as interpreted by local craftsmen. Early Georgian influence may be seen in the entry door and paneled fireplace wall of the Robeson-Albertson house (inventory #2, photo #4), the entry featuring bull's eye windows in the top two door panels and the fireplace wall, with heavy pilasters, dentil cornice and bolection moldings. The Adamesque cornice frieze and fanlighted entry flanked by delicate pilasters of the Dr. Jabez Gwinnup house (inventory #13, photo #s 6 & 7) are characteristic Federal motifs, and its gambrel roof recalls the distinctive gambrel roof typical of northeastern New Jersey during the period.

The majority of the Delaware district's buildings are executed in popular interpretations of several of revival styles of the 19th and early 20th centuries, again as executed by local builders. Gothic Revival and Italianate influences are seen in St. James Episcopal and Knowlton Presbyterian Churches (inventory #s 48 and 50, photo #s 21 and 22), which exhibit gothic-arched windows and wide bracketed eaves. Italianate influences are dominant in the district, with a number of strong examples surviving, with good retention of original details, including round-head brackets, arched windows, molded window hoods, and square columns with molded caps and bases. The predominance of the Italianate in the district reflects its period of most significant growth. The house at 60 Valley St. exhibits a profusion of Italianate detail extant, including deep overhanging eaves, a robustly bracketed cornice, arched windows, a bracketed bay window and patterned slate roof (inventory #17, photo #s9 and 31); the gable-fronted house at 41 Valley Street has an Italianate bracketed cornice and heavily molded window hoods (inventory #45, photo #19). Other examples of dwellings showing Italianate influences in varying degrees are inventory #s 5, 9, 15, 27, 28, 30 and 37 (photo #s 17, 33 and 34). Buildings, such as the Delawanna House (inventory #1, photo #s 1,2 and 3) with its bracketed cornice and porch, pedimented window frames, and cross-gable, are Italianate in feeling, as are two other former hotels on Clinton Street, the Delaware House, and the Lackawanna House (inventory #s 33 & 34, photo #16). A combination residential/commercial building on Clinton Street, the Hartung Store and House (inventory # 38, photo #18) is also Italianate, with a bracketed cornice, highly decorative bracketed porch and original entries with paneled doors and doorways.

An eclectic mix of Italianate and Queen Anne style characterizes the dwelling at 57 Valley Street (inventory #15, photo #32), which features bracketed cornice, segmental-arched window hoods and semi-octagonal bay window, as well as Queen Anne porch with turned spindles, bracketed cornice with applied ornament, and a projecting pediment

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with a rising sun motif over the entry bay. Several more houses in the Queen Anne style also retain their distinctive form and ornament, including a well-preserved example, 6 Clarence Street (inventory #52, photo #23), exhibiting many hallmarks of the style: combined use of shingle and clapboard, multiple gables, including a false dormer with rising sun motif, free use of classical ornament, and a curving front porch with turned spindles. Another example of the Queen Anne influence is found at 43 Valley Street (inventory #44).

Early 20th century Craftsman houses are sprinkled throughout the district, such as the bungalow at 3 Ferry Lane (inventory #57), with a low, gabled porch with square tapered columns on brick bases, and a square bay window. The neighboring Buckwood Inn (inventory #56, photo #29), is also Craftsman, with its basic four-square form, hip roof with dormers, and sash windows with four narrow vertical lights over a large single pane of glass. 31 Valley Road, though somewhat altered by the addition of neo-Victorian detailing, still is foremost a Craftsman cottage, with steeply pitched roof and overhanging eaves, exposed rafter ends, knee brackets, and prominent low front porch (inventory #55). The house at 62 Valley St. is a Craftsman cottage in Colonial Revival mode, with square-columned porch, prominent front gable, and mullioned windows (inventory #16, photo #8).

Delaware Road (County Route 605) presumably dates to the 18th century and is the district's earliest thoroughfare. Following its historical alignment for the most part, the road features one northbound and one southbound travel lane, each about ten feet wide. The paving is asphalt and the highway is painted with center and sidelines that distinguish the travel lanes from the shoulders. The paved shoulders vary from a few inches to approximately three feet on each side. The bypassed segment of Route 46 (old state highway 5, inventory #61, photo #36) was constructed in 1923/24, as documented by the date appearing on the abutments of the steel "I beam" bridge (inventory #62, photo #37) which carries it over Delawanna Creek. Featuring original concrete paving, the roadway has one northbound and one southbound travel lane, each about ten feet wide, and no shoulders. The other streets in the district are township roads with macadam or asphalt paving, of varying widths, and mostly two traffic lanes, many with no center or side lines to delineate them. Curbs and/or sidewalks are present in a few places in the district, notably on Clinton Street and the along portions of Delaware Road; the material is mostly concrete. In the remainder of the district, there are no curbs as befitting of the rural setting of these roads, and where lawns exist, they extend to the edge of the shoulder. The signage consists of standard road identification and traffic control signs.

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In the following inventory, each principal structure and site is identified by a number that locates it on the accompanying district map. All entries are categorized as either "contributing" or "non-contributing" to the significance of the district. All out-buildings included in the inventory are identified as either contributing or non-contributing with the designation (C) or (NC).

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INVENTORY

- 1 23 Delaware Rd. Delawanna House. Frame, 3-story, 8-bay gable-roofed boarding house, which began as an L-shaped, 2-story dwelling and was enlarged four bays to the north and raised to three stories.

Style: Italianate influence

Date: built ca. 1870 and subsequently enlarged

Now converted to a dwelling, the former boarding house features boxed overhanging eaves with returns and paired brackets, clapboard siding and 2/2 windows with pedimented cornices. Originally built as a 2-story, L-shaped house, it was enlarged to the east and raised to three stories. An asymmetrically placed 2-bay single pile cross-gabled projection has a louvered attic window and a semi-hexagonal bay window on the first story. A shed-roofed 1-story porch extending the length of the main façade and wrapping around the south end is supported by square posts ornamented with molded caps and bases and paired brackets.

Contributing

B48/L29

Photo # 1

- 2 23 Delaware Rd. Robeson-Albertson house. Stone, 1-story, 3-bay, gable-roofed dwelling with a bank cellar that is fully above grade on the south side.

Style: Georgian influence

Date: ca. 1760-80

Coursed rubble stone bank house has slate roof and gable-end interior chimneys, with added central gabled dormers. Other windows are a mixture of 1/1 and 2/2 replacements; however, heavy timber window frames and trim are original. South façade has added 2-story frame porch, with turned posts, balustrade and gabled overhang above central main entrance on upper level. Inset tablet above entrance reads "1740" in faded paint (not original). The original door features two round-arched upper panels with original bull's eye windows and 4-panels below with a crossbuck motif. The interior retains an early pre-Palladian paneled fireplace wall.

Contributing

B48/L29

Photo # 4

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3 Hutchinson's Mill Site. Coursed rubble stone gristmill foundation.

Style: none

Date: ca. 1850

Remains of grist mill belonging to William Hutchinson, built around 1850. Coursed rubble stone foundation has cement-lined wheel pit on east end. Stone tailrace passes under lane, exiting into creek. Millstones located at barn site, #2.

Contributing

B48/L29

Photo #

4 Knowlton bridge # 6

Style: none

Date: 1913; rebuilt 1983

Steel I-beam bridge with concrete posts and iron railings. North abutments are stone, and survive from earlier bridge. South abutments are replacement concrete.

Non-contributing

Photo #

5 19 Delaware Rd. Frame, 2-story, 5-bay, L-shaped dwelling on stone foundation.

Style: Italianate with Colonial Revival embellishment

Date: ca. 1870

Clapboard-sided house with perpendicular 2-story rear addition has south gable end chimney with brick stack and overhanging eaves with returns. Windows include 6/6 and 2/2 sash with segmentally arched window heads and louvered shutters, a semi-hexagonal bay window with bracketed cornice on the main façade, and triple arch-topped windows in the attic story of the projecting front gable. The shed-roofed 4-bay front porch wraps around the south side, supported by Doric columns. A semi-hexagonal 3-bay porch with Doric columns projects from the north side.

Outbuildings: 1) Rubble stone barn foundation (19th c.) with stone-sided ramp on north side (C); 2) iron-banded millstones from adjacent Hutchinson's Mill. (#3) (C)

Contributing

B48/L30

Photo # 5

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- 6 2 Hemlock Hill Lane. Frame, 2-story, 3-bay, gable-roofed dwelling with 2-story, 2-bay, west extension.

Style: Italianate influence, Colonial Revival embellishment

Date: mid-late 19th c.

With the main block sided in asbestos shingle and the extension sided in clapboard, this house features overhanging eaves with returns and a center chimney with brick stack. Windows are narrow 4/4 sash with raked window hoods. A shed-roofed entry porch is supported by Doric columns.

Contributing B48/L33.01 Photo#

- 7 4 Hemlock Hill Lane. Frame, 2 story, gable roofed dwelling on banked foundation, with 1-story rear appendage.

Style: none

Date: ca. 1930-50

House with asbestos shingle siding has overhanging eaves and gabled entry vestibule. Windows are 1/1 replacement sash.

Non-contributing B48/L33 Photo#

- 8 Stone, barrel-vaulted culvert carrying D., L., & W. Railroad embankment over Delawanna Creek. Ring arch is outlined with cut stone voussoirs

Style: none

Date: ca. 1850s with early 20th c. modifications

Contributing B303/L1 Photo #

- 9 13 Delaware Rd. Frame, 2-story, gable-roofed dwelling with 2-bay, gable front and cross-gabled side wing.

Style: Italianate influence

Date: mid-late 19th c.

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Style: Federal

Date: ca. 1810-20

Clapboard-sided house has added concrete block flue stack on north side, with a 2-story rear ell. Shed-roofed 3-bay front porch has plain square posts. Separate shed-roofed carport is located on north façade. Windows are 9/6 and 2/2 sash; doorway has demilune fanlight and surround with pilasters, and louvered attic vents are quarter circles. Especially notable is the original Adamesque cornice frieze under front eaves, decorated with elliptical and circular fluted medallions joined by delicate garland-like carving.

Contributing

B52/L3

Photo #s 6 & 7

14 59 Valley St. Frame, 1-story, gable-roofed dwelling.

Style: none

Date: late 20th c.

Ranch-type house has vinyl siding, a center chimney, and picture windows.

Non-contributing

B 52/4

Photo #

15 57 Valley St. Frame, 2-story, 4-bay, gable-roofed dwelling.

Style: Italianate with Queen Anne embellishment Date: ca. 1870-1900

The clapboard-sided L-shaped house has a gable-end chimney with brick stack, overhanging eaves with returns, and cornice with paired ornate brackets and applied wooden ornament. Windows are 2/2 sash with segmental-arched enframements. A semi-hexagonal bay window with bracketed cornice is on the first floor of the main façade, and a triple arch-topped window with wooden drip molding is in the front gable. The double paneled doors have arch-topped glass and a slim rectangular transom. The 3-bay front porch has turned posts with square section railings, a bracketed cornice with applied ornament and fretwork below, and a projecting pediment over the entrance bay with rising sun motif. A shed-roofed side porch has plain square posts. The rear façade has sharply projecting gabled, bracketed dormers, a flattened semi-hexagonal bay window to the west with paneled trim below a projecting bracketed gable with diamond-shaped window, and two shed-roofed porches, one enclosed, and one open, with a mullioned rear entrance door.

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Outbuilding: Contemporary with the dwelling is a frame, 2-story carriage house sided in clapboard with a gable-end window, sliding batten door alongside a modern garage door, and batten loft doors. (C)

Contributing

B52/L5

Photo # 32

16 62 Valley St. Frame, 1-story, 3-bay, dwelling on stone foundation.

Style: Craftsman/Colonial Revival embellishment Date: 1910-25

Craftsman cottage sided in vinyl has slate roof, cross-gables, and an interior chimney with brick stack. L-shaped, 2-bay, porch has hip roof and square columns with square-section railings. Windows are 1/1 sash, with a large square fixed window with mullioned transom on the main façade, and small square mullioned window beside the front door.

Outbuilding: Frame, 2-story, 2-bay, carriage house/garage (early 20th c.) with clapboard siding, gable-end window and sliding door with added modern garage door. (C).

Contributing

B53/L5

Photo # 8

17 60 Valley St. Frame, 2-story, 3-bay, gable-roofed dwelling on stone foundation.

Style: Italianate

Date: ca. 1870

House features include a patterned slate roof, interior chimney with brick stack, central cross-gable and 2-story rear ell. Italianate detailing and ornament is profuse and intact, including deep overhanging eaves with returns and ornate paired brackets, paired arch-topped windows in the attic story of the projecting cross-gable, and triple arch-topped windows in the gable ends. Paired narrow windows on the main façade of the second story are headed by elaborate wooden drip-moldings, as are the 2/2 sash windows on the remainder of the second story. First-story windows and doorway have elliptical bracketed hoods. A semi-hexagonal bay window with bracketed cornice is located on the first story of the north façade. The cornice of the shed-roofed front porch is both bracketed and decorated with applied wooden ornament; the porch has square posts.

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Outbuilding: Frame, 2-story, 2-bay carriage house, contemporary with the main dwelling, has clapboard siding, 2/2 sash windows with molded surround, a lou-vered cupola with finial, and modern garage doors. (C)

Contributing B53/L4 Photo #s 9 & 31

- 18 18 Ann St. Frame, 2-story, 2-bay, gable-roofed dwelling with lower 2-story west addition.

Style: Greek Revival influence with Colonial Revival embellishment

Date: mid-late 19th century

House with clapboard siding, box cornice and returns has gable-end chimneys (brick stacks), 6/6 sash windows, and a semi-enclosed shed-roofed front porch supported by Doric columns.

Contributing B61/L42 Photo #

- 19 16 Ann St. Frame, 2-story, 4-bay, gable-roofed dwelling on a stone foundation.

Style: Italianate influence

Date: mid to late 19th c.

House with rear 2-story ell sided in aluminum and vinyl has gable-end exterior stone chimney, 1/1 sash and enclosed 4-bay front porch with gabled entrance, as well as a semi-hexagonal bay window with arched and bracketed cornice.

Outbuilding: 1-story, 1-bay garage with batten doors (early 20th c.) (C)

Contributing B61/L41 Photo #

- 20 14 Ann St. Frame, 2-story, 4-bay, gable-roofed dwelling on a stone foundation.

Style: Italianate influence

Date: mid-to late 19th c.

Two-family house with clapboard siding has a mixture of 2/2 and 6/6 sash win-

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sash, with a side entrance door.

Outbuilding: Frame, 1-story, 1-bay, gable-roofed board-and-batten outbuilding was originally used as a depot on the Blirstown Railroad, and was moved from train station at an unknown date. Batten door has arched enframement. (19th c.)(C)

Contributing B61/L38 Photo #s 12-14

24 6 Ann Street. Frame, 2-story, 4-bay, gable-roofed dwelling.

Style: Italianate influence Date: mid-to late 19th c.

Clapboard-sided house has interior gable-end chimney with brick stack, overhanging eaves with returns and cornice with paired ornate brackets. Windows are 1/1 sash with louvered shutters, with paired 2/2 sash in the gable ends. Shed-roofed 2-bay side porch on north end has been enclosed. South side entrance porch has slender posts, square section railings and a bracketed cornice.

Contributing B61/L37 Photo #

25 56 Valley St. Frame, 1-story, 2-bay, shed-roofed public utility building.

Style: none Date: 1925-40

Used by the water company, this clapboard-sided building on concrete foundation has fixed multi-pane windows and a south side entrance door.

Non-contributing B61/L35 Photo #

26 Valley St. Frame, 2-story, L-shaped, gable-roofed dwelling with 2-bay, gable front.

Style: Italianate influence Date: late 19th c.

L-shaped house has overhanging eaves with returns, 2/2 sash windows with arched enframement, and a semi-hexagonal bay window with arched cornice. The double glass and paneled entrance doors have arched lights and a rectangular transom. The hip-roofed front porch has square posts with molded caps and bases, a brack-

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eted cornice, and turned railings. Siding is aluminum.

- | | Contributing | B53/L2 | Photo # |
|----|--|--------|---------|
| 27 | 3 Charles St. Frame, 2-story, T-shaped, gable-roofed <u>dwelling</u> with 3-bay, gable front and 2-story shed-roofed rear ell. | | |

Style: Italianate with Colonial Revival embellishment

Date: ca. 1874-90

T-shaped house with clapboard siding has a prominent front-facing projecting gable with overhanging eaves and returns. The cornice is heavily decorated with recessed panels, brackets, and sawn work ornament. Windows are predominantly 2/2 sash with arched surrounds, with a triple arched window in the front-facing gable end. The 1-story hip-roofed front porch wraps around the main façade, supported by slim Doric columns on brick piers with turned railings. The entrance is marked by a Colonial Revival triangular pediment above the steps, with floral garlands and an urn in relief. A semi-hexagonal bay window with bracketed cornice is located on the west façade.

- | | Contributing | B53/L3 | Photo # |
|----|---|--------|---------|
| 28 | 6 Charles St. Frame, 2 story, 3-bay, gable-roofed <u>dwelling</u> . | | |

Style: Italianate influence

Date: late 19th c.

T-shaped house has overhanging eaves with returns and a prominent front-facing gable. Windows are predominantly 2/2 sash. A semi-hexagonal bay window has a bracketed cornice. The hip-roofed front porch has square posts and turned spindles (replaced).

- | | Contributing | B54/L4 | Photo # |
|----|--|--------|---------|
| 29 | 4 Charles St. Frame, 2-story 2-bay, gable-roofed <u>dwelling</u> . | | |

Style: none

Date: late 19th c.

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House features include front-facing gable end, 1/1 sash windows, and shed-roofed 2-bay front porch with plain posts and replacement railings. Siding is aluminum.

- | | | |
|--------------|--------|---------|
| Contributing | B54/L5 | Photo # |
|--------------|--------|---------|
- 30 55 Valley St. Frame, 2-story, 5-bay, gable-roofed dwelling.
- Style: Greek Revival/Italianate influence Date: mid-to late 19th c.
- Center-hall-plan double-pile frame house with interior gable end chimney is sided in vinyl, with overhanging eaves, 2/2 sash windows, and a double glass and paneled entrance door with transom. Paired arched windows are located in either gable end; hip-roofed front porch has plain square posts and boxed-in railings.
- | | | |
|--------------|--------|---------|
| Contributing | B54/L6 | Photo # |
|--------------|--------|---------|
- 31 9 Clinton St. Brick, 2-story, 5-bay, gable-roofed commercial building/post office with 2-bay, shed extension.
- Style: Greek Revival influence
- Date: built 1860 by John I. Blair (Snell, *History of Warren County*, p. 628)
- The Delaware Post Office has been located in this building since the 1880s.(Snell: p. 628) With a front facing gable-end, it features overhanging eaves with returns and 1/1 sash windows with dressed stone lintels and sills, and decorative shutters. A chimney with brick stack is located on the west side. The shed-roofed front porch has square columns and railings.
- Outbuilding: Adjacent to the post office is a 1-story, 3-bay, gable-roofed carriage shed with slate roof and batten doors (19th c.) (C)
- | | | |
|--------------|--------|------------|
| Contributing | B54/L1 | Photo # 15 |
|--------------|--------|------------|
- 32 7 Clinton St. Prall's Feed Store. Frame, 1-story, gable-roofed storehouse.
- Style: Colonial Revival embellishment

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Date: late 19th c.

Building has German siding and a slate roof, with a batten sliding door on the front-facing gable end, along with an entry door. Gable-end window has added Colonial Revival window trim.

Contributing B54/L2 Photo #

- 33 3 Clinton St. George G. Flummerfeldt House/Lackawanna House. Frame, 2-story, 3-bay, gable-roofed commercial/residential building.

Style: Italianate influence

Date: Built in 1860 by George G. Flummerfeldt and subsequently converted into a restaurant (James P. Snell, *History of Warren County*, p. 628)

Clapboard-sided building, now converted to a dwelling only, has overhanging eaves with returns and a front-facing gable end with original commercial display windows and double glass-and-panel door entrance. Two interior chimneys have brick stacks. Shed-roofed side and front porches have original chamfered posts. Windows are 6/6 sash with louvered shutters. The shallow gable roof is covered in standing seam metal.

Outbuilding: Frame, 2-story, 2-bay, hip-roofed dwelling has clapboard siding, 6/6 sash windows with louvered shutters, and a shed-roofed entry porch. (19th c.)(C)

Contributing B54/L3 Photo # 16

- 34 6 Clinton St. Delaware House Hotel. Frame, 2-story, 5-bay, hip-roofed hotel, now converted to dwelling.

Style: Italianate

Date: built 1858 by Charles Cool (Snell, *History of Warren County*, p. 628)

House has bracketed cornice with attic-story windows between brackets, vinyl siding, 1/1 replacement sash and enclosed first story porch, with an added 1-story gable-roofed entry vestibule.

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- | | | | |
|----|---|---------|-----------------------------------|
| | Contributing | B55/L14 | Photo # |
| 35 | 8 Clinton St. Frame, 2-story, 3-bay, gable-roofed <u>dwelling</u> . | | |
| | Style: Italianate influence | | Date: late 19 th c. |
| | House with rear ell features interior gable end chimneys with brick stacks, paired narrow 1/1 sash windows, and a semi-hexagonal bay window with bracketed cornice on first story. Siding is vinyl. Entrance porch has turned posts and simple pedimented overhang (replaced). | | |
| | Contributing | B55/L13 | Photo # |
| 36 | 8C Clinton St. Frame, 1-story, 2-bay, gable-roofed <u>dwelling</u> . | | |
| | Style: none | | Date: early 20 th c. ? |
| | Vinyl-sided shotgun-plan dwelling with front-facing gable end has modern case-ment windows and single central door. Rafter ends are exposed. | | |
| | Non-contributing | B55/L13 | Photo # |
| 37 | 10 Clinton St. Frame, 2-story, 3-bay, gable roofed <u>dwelling</u> (abandoned). | | |
| | Style: Italianate influence | | Date: late 19 th c. |
| | House with front-facing gable has asphalt siding and interior chimney with brick stack and terra cotta chimney pot. Windows are 1/1 sash with paired narrow arched windows in the gable ends. Entry door is glass-and panel with a recessed, paneled surround. House is vacant and deteriorating. | | |
| | Contributing | B55/L12 | Photo # 17 |
| 38 | 12 Clinton St. Frame, 2-story, 6-bay, <u>residential/commercial building</u> . | | |
| | Style: Italianate influence | | Date: late 19 th c. |

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Clapboard-sided building features include a cornice with paired brackets, 1/1 sash windows, and two pairs of glass-and-panel doors with transoms. A single central paneled entry door and one of the commercial entrances are set within paneled recesses. A semi-hexagonal bay window is located on the second story of the east end. The 6-bay front porch with hip roof has a bracketed cornice and sawn work railings, with two adjacent sets of porch stairs.

- | | | | |
|--|--------------|---------|------------|
| | Contributing | B55/L11 | Photo # 18 |
|--|--------------|---------|------------|
- 39 52 Valley Street. Foundation.
- Style: none Date: early 20th c.
- Remains of a poured concrete foundation of unidentified structure(deteriorated).
- | | | | |
|--|------------------|---------|---------|
| | Non-contributing | B61/L34 | Photo # |
|--|------------------|---------|---------|
- 40 49 Valley St. Frame, 2-story, 3-bay, gable-roofed dwelling.
- Style: none Date: mid- to late 19th c.
- House includes interior chimney with brick stack, 2/2 sash windows with paired 4-light windows in the gable ends, and a hip-roofed, 3-bay, front porch with plain cornice and square posts.
- Outbuilding: Modern frame, 1-bay, gable-roofed garage has overhead door. (NC)
- | | | | |
|--|--------------|---------|---------|
| | Contributing | B55/L10 | Photo # |
|--|--------------|---------|---------|
- 41 47 Valley St. Frame, 2-story, 3-bay, gable-roofed dwelling with 2-story, 1-bay, addition.
- Style: none Date: mid- to late 19th c.
- Clapboard sided house has 2/2 sash with louvered shutters, paired 4-light attic windows in the gable ends, and a 3-bay, hip-roofed porch with turned posts and spindle railing.

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- | | | | |
|----|--|------------|---------------------------------------|
| | Contributing | B55/L8 | Photo # |
| 42 | 46 Valley St. Concrete-block, banked, 1-story, 1-bay, gable-roofed <u>garage</u> with modern door. | | |
| | Style: none | | Date: 20 th c. |
| | Non-contributing | B61/L33.02 | Photo # |
| 43 | 45 Valley St. Frame, 2-story, 3-bay, gable-roofed <u>dwelling</u> . | | |
| | Style: none | | Date: mid-to late 19 th c. |
| | Vinyl sided house has exterior gable end chimney with brick stack, 1/1 sash windows, and a hip-roofed 3-bay front porch with plain posts and square spindles. | | |
| | Contributing | B55/L7 | Photo # |
| 44 | 43 Valley St. Frame, 2-story, 5-bay, <u>dwelling</u> . | | |
| | Style: Queen Anne influence | | Date: late 19 th c. |
| | House has front-facing gable end and rear ell addition. The house retains trademark elements of Queen Anne style, notably second story corner porches with Stick Style braces and cast iron fretwork. Windows are predominantly 6/6 sash. Ell has screened porch with pedimented entrance bay. | | |
| | Contributing | B55/L6 | Photo # |
| 45 | 41 Valley St. Frame, 2-story, 3-bay, gable-roofed <u>dwelling</u> . | | |
| | Style: Italianate influence with Colonial Revival embellishment | | |
| | Date: late 19 th c. | | |
| | Clapboard sided house has 2 interior chimneys with brick stacks, overhanging eaves with bracketed cornice, and triple arched windows in the front-facing gable in a pedimented enframingent. Windows are predominantly 6/6 sash with seg- | | |

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mental-arched enframements, with a pedimented bay window on the first story. Double door has transom. Colonial Revival hip-roofed wraparound front porch has cornice decorated with modillions and paired brackets, and Ionic columns on stone-face concrete bases.

Outbuilding: 1-story, 1-bay, frame garage has clapboard siding, 2/2 sash windows, and modern garage door. (NC)

Contributing B55/L5 Photo # 19

46 39 Valley St. Frame, 2 1/2-story, 3-bay, gable-roofed dwelling.

Style: Italianate influence Date: mid-to late 19th c.

House features include overhanging eaves with returns, 2/2 sash windows with decorative window heads, and a 3-bay front porch with hip roof, bracketed cornice, and square spindles. Double glass-and-paneled door is headed by a transom.

Outbuilding: 1-story, 3-bay, gable-roofed workshop/garage has overhead door, glass and paneled entrance door, and 1/1 windows. (late 20th c.) (NC)

Contributing B55/L4 Photo #

47 9 Clarence St. Cornelius Albertson house. Frame, 2 story, 4-bay, gable-roofed dwelling.

Style: none

Date: before 1846 (Snell, *History of Warren County*, pp.624, 628)

This house, historically used as the Presbyterian manse, has an interior gable-end chimney with brick stack to the east and an interior chimney with brick stack in the 1-story lean-to addition to the west. Siding is vinyl. Windows are 1/1sash; the 4-bay front porch with shed roof has plain square posts.

Contributing B55/L1 Photo # 20

48 7 Clarence St. St. James Episcopal Church. Frame, 2-story, 3 x 4-bay, gable-

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roofed church.

Style: Gothic Revival with Italianate embellishment

Date: 1869 (Snell: page 630)

Now converted to a dwelling, the clapboard-sided Episcopal church is built on a rusticated stone raised basement, and features a central projecting bell tower with prominent corner-boards and spire, overhanging eaves, a bracketed cornice and clapboard siding. Tall multi-paned windows have gothic-arched frames. Double paneled wooden doors have a three-light gothic-arched transom. An exterior chimney with brick stack is centered on the east façade. The roof is slate.

Contributing

B55/L2

Photo # 21

49 5 Clarence St. Frame, 2 1/2-story, 3-bay, gable-fronted dwelling.

Style: none

Date: mid- to late 19th c.

It has an interior chimney with brick stack, 6/6 sash windows with modern shutters, and a hip-roofed, 3-bay front porch with turned spindles and posts. Siding is vinyl.

Contributing

B55/L3

Photo #

50 Knowlton Presbyterian Church. Frame, 2-story, 3 x 4 bay, gable-roofed church.

Style: Gothic Revival with Italianate embellishment

Date: 1873. A date stone above the entrance reads "Presbyterian Church/Erected A.D. 1873."

Built on a stone foundation, the Presbyterian Church has overhanging eaves with returns, pointed gothic stained glass double-height windows, and vestibule with double paneled entrance doors. The spire has original fish scale slate, pinnacles, and a weathervane. Siding is now a combination of vinyl and clapboard.

Contributing

B60/L1

Photo # 22

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- 51 2 Clarence St. Frame, 2-story, 3-bay, gable-roofed dwelling.

Style: Greek Revival influence

Date: mid-19th c.

Sided in clapboard, the side-hall plan house has slightly overhanging eaves with returns, 2/2 sash windows, and an entrance porch with a shallow hip roof, overhanging eaves, and square columns.

Outbuilding: A frame, 1-story 2-bay, gable-roofed wagon shed with vertical plank siding, gable-end multi-paned window, and sliding batten door is located to the rear of the property. (19th c.) (C)

Contributing

B60/L2

Photo #

- 52 4 Clarence St. Frame, 2-story, 3-bay, gable-roofed dwelling.

Style: Queen Anne

Date: late 19th c.

Exuberant Queen Anne cottage with interior chimney (brick stack) features many hallmarks of the style: multiple surface materials (shingle and clapboard), steep gables, and free use of classical ornament and elements. Details include a false dormer with rising sun motif, prominent second-story front-facing gable with clipped corners ornamented with brackets creating an ogee arch, and a curving front porch with modillioned cornice and slim Doric columns, and turned spindles.

Contributing

B60/L3

Photo #

- 53 6 Clarence St. Frame, 2-story, 3-bay, gable-roofed frame dwelling.

Style: Italianate influence

Date: late 19th c.

Details include interior gable-end chimneys (brick stacks), narrow paired 1/1 sash windows, with a semi-hexagonal bracketed bay window on the first floor.

Contributing

B60/L4

Photo#

- 54 33 Valley Street. Frame, 1 1/2-story, 3-bay, gable-roofed dwelling with 1-story, 1-bay south extension.

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Style: Craftsman/Colonial Revival influences

Date: early 20th c.

Features include a wide central cross-gable, overhanging eaves, and a slate roof. Windows are a combination of 6/6 and 1/1 sash. Hip-roofed entry porch has square posts with molded caps and bases, with turned spindle railings (replaced).

Contributing B60/L6 Photo #

55 31 Valley St. Frame, 1-story, 3-bay, gable-roofed dwelling.

Style: Craftsman

Date: 1910-20

The house has several hallmarks of Craftsman style, including dormers with exposed rafter ends and knee brackets. Windows are 6/1 sash, with an added bay window to the right of the center door. A hip-roofed sun porch with exposed rafter ends is located on the north end. The shed-roofed front porch has added neo-Victorian detailing, with turned posts and spindles.

Contributing B60/L7 Photo#

56 84 Route 46. Buckwood Inn. Frame, 2-story, 4-bay, hip-roofed dwelling/commercial building.

Style: Craftsman influence

Date: Ca. 1910-30

Sided in clapboard, the main block consists of a 2-story, four-square dwelling with a shed-roofed, 1-story log addition with mock half-timber wing facing Highway 46. Details include windows typical of the Craftsman style, including hip-roofed dormers on all four roof planes, each with a grouping of four sash windows with four narrow vertical lights over a single large pane of glass. Steep hip roof is covered in slate.

Outbuildings: 1) Frame, 2-bay, gable-roofed garage with exposed rafter ends, a demilune gable window, novelty siding and an overhead door. (mid-20th c.) (NC) 2) L-shaped, 1-story, gable-roofed masonry outbuilding faced with cobble-

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stone. (mid-20th c.) (NC)

Contributing B57/L1 Photo # 29

57 3 Ferry Lane. Frame, 1-story, 2-bay, gable-roofed dwelling.

Style: Craftsman Date: c. 1910-20

House has front-facing gable end, with overhanging eaves and side dormers. A low, gabled front porch has square tapered columns on brick bases. Windows are 3/1 sash, with a square bay window on the west side. Siding is vinyl (replaced).

Contributing B57/L2 Photo #

58 4 Ferry Lane. Frame, 2-story, 4-bay, gable-roofed dwelling.

Style: Queen Anne influence Date: late 19th c.

L-shaped house has overhanging eaves and interior chimney (brick stack). Siding is clapboard, with fish scale shingles in the front-facing gable. Windows are 2/2 sash with a triple window in the front-facing gable. Side ell has clipped corners, creating a two-story bay window effect. Roof is slate. Porches include a gabled entry porch (replaced) and shed-roofed side porch with wrought iron supports (replaced).

Outbuilding: Frame, 2-story, 2-bay, barn/wagon shed (late 19th c.) with 1-story garage appendage. Wagon shed has clapboard siding, paired 2/2 windows, and sliding batten doors. Garage appendage has overhead door. (C)

Contributing B 57/L17 Photo #

59 6 Ferry Lane. Frame, 2-story, gable-roofed dwelling.

Style: none Date: mid-late 19th c.

House with front-facing gable end has overhanging eaves with returns and 2/2 sash windows. Flat-roofed porch has wrought-iron supports (replaced). Siding is vinyl.

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Outbuildings: 1) Frame, 1-story, gable-roofed storage building (late 20th c.) (NC)
2) Frame, 1-story, 1-bay, gable-roofed wagon shed has vertical plank siding, a 2/2 sash window in gable end, and batten loft door, with hinged garage doors below. (late 19th-early 20th c.) (C)

Contributing

B51/L18

Photo # 35

60 Myers Ferry Site at the end of Ferry Lane.

Style: none

Date: 19th c.

Site of Myers Ferry across the Delaware river, depicted in historic photographs and postcards dating from the 19th century, still used as a boat launching area, largely unchanged and undeveloped. The 1852 Warren county map depicts "Atens Ferry" on or near this site.

Contributing

Photo # 30

61 Original Segment of NJ Route 5

Style: none

Date: 1924

An unaltered example of New Jersey's first state highway system characterized by 2 lanes of concrete pavement about 20 feet wide with no curbing. Approximately one half mile of roadway remains intact.

Contributing

Photo #36

62 Knowlton Bridge #

Style: none

Date: 1924

Steel "I beam" bridge with concrete parapet walls/railings, a concrete curb with metal curb stripping, and concrete wing walls.

Contributing

Photo #37

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SIGNIFICANCE

The village of Delaware is representative of the small, new communities that arose throughout the region in response to the 19th-century railroad boom, established by entrepreneur, railroad magnate, John I. Blair, who attempted to capitalize on the potential of the railroad to stimulate industrial and commercial development. The district has architectural significance as an assemblage of mostly late 19th and early 20th century buildings whose form, detailing, and spatial organization are representative of the region's vernacular architecture in that era, revealing the influence of then popular building forms and styles. The district gains additional architectural significance from the survival of several houses predating its development as a railroad village, which exemplify the region's 18th/early 19th-century domestic architecture and retain notable early fabric. Delaware's industrial significance stems from its blacksmithy/wagon factory and steam-powered sawmill (inventory #s 23 & 66, photo #s 12, 13 & 48) rare survivors of the small-scaled shop manufactories once characteristic of the region. The district has commercial significance because of its stores and hotels (inventory #s 31, 33, 34 & 38, photo #s 15, 16, 17 & 18), physical documents of the important economic and social roles of such establishments in the development of a late 19th-century service community. The Delaware post office has occupied one of the store buildings (inventory #31, photo # 15) since 1884 without interruption (and perhaps as early as 1860), making it the oldest in the state of New Jersey still operating in its original building.¹ A summer boarding house (inventory #1, photo #s 1 -3) documents rural Warren County's limited development as a destination for summer visitors during the late 19th and early 20th centuries, giving the district significance in the area of recreation. The district also includes an unaltered example of New Jersey's first state highway system which was characterized by 2 lanes of concrete pavement and steel stringer bridges (inventory #61 and 62). Remnants of the Delaware, Lackawanna and Western Railroad which passes through the district, including a stream culvert (inventory # 8), providing the district with significance in the area of transportation, as well as the site of a Delaware River ferry (inventory #60, photo #30). In addition, archaeological resources relating to the area's 18th and 19th-century material culture also may be present in the environs of district buildings and sites. Therefore, the Delaware Historic District possesses significance under Criterion A, B and C in the areas of community development, architecture, commerce, industry, and transportation.

The village of Delaware owes its existence to the construction of the Warren Railroad in the 1850s to link the anthracite coalfields of northeastern Pennsylvania with eastern markets, and the efforts of John I. Blair, president and major stockholder of the Warren Railroad, to develop a community around the station established at the northern ter-

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minus of the line, its junction with the Delaware, Lackawanna and Western Railroad. Upon the start of the operations on the Warren Railroad in 1856, a station, hotel, and general store were built at what was first known as Delaware Station, forming the nucleus around which a small, but thriving village developed over the course of the next several decades.² The community soon acquired an important economic role as the local center for shipping agricultural products and other commodities, and soon supplanted the adjoining hamlet of Ramsaysburg as a rural service center. The community's rail connections encouraged the establishment of such enterprises as a blacksmithy/wagon factory, creamery and several steam-powered woodworking manufactories. Although it never became a regional manufacturing or commercial center, Delaware retained its role as a local shipping center until early in the 20th century, and experienced modest residential development throughout the period. Rail access also fostered the limited development of Delaware (located only eight miles from the Delaware Water Gap) as a tourist destination in the early 1900s as evidenced by the establishment of a few boarding houses in its pastoral environs that catered to urban visitors of moderate means. The subsequent construction of Route 46 and decline of the railroad, however, brought an end to the community's importance as a shipping center, and the village has experienced little growth since the 1920s except for highway oriented businesses and the low-density residential development of recent years in its environs.

As a result Delaware has managed to preserve much of its late 19th/early 20th century character, despite the loss of its railroad stations and related facilities, along with most of its industrial buildings. A majority of the district's buildings were erected ca.1855-1900, although several are considerably earlier or somewhat later. The distinctive historical character of the village results from the survival of these buildings, and their siting with varied setbacks and spacing along often tree-lined streets. These resources—mostly dwellings and attendant outbuildings, but including a number of industrial, commercial and institutional structures—are, in general, well preserved, and exhibit relatively few modern alterations. Collectively they possess architectural significance. Their form, construction, detailing, and siting provide a representative illustration of the rural region's essentially vernacular architecture in the late 19th/early 20th century period, the time when local building traditions were supplanted by those associated with national culture. The influence of popular architectural styles is readily apparent in the design and/or the detailing of many district buildings. For example, inventory #s 15, 16, 17, 26, 27, 45, and 52 (photo #s 8, 9 19, 23, 31, 32 and 33) are examples of essentially vernacular structures of traditional or popular type embellished with Gothic Revival, Italianate, Queen Anne, Colonial Revival, Craftsman, and/or other styles current in the second half of the 19th and early 20th centuries. The district's commercial buildings similarly exhibit

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a mix of Victorian detailing like the 1871 Hartung store (inventory #38, photo #18) with its bracketed cornice and porch, and its two late 19th-century churches (inventory #s 48 & 50, photo #s 21 & 22) reveal a combination of Italianate and Gothic Revival influences in their bracketed eaves and pointed-arched windows. Two district houses predating Delaware's development as a railroad village are important documents of the region's the 18th/early 19th century domestic architecture. The ca. 1760-80 Robeson -Albertson house (inventory #2, photo #2), for example, retains notable features (entry door with tabernacle panels and bull-eye windows and paneled fireplace wall with robust pilasters and bolection moldings) exhibiting early Georgian design motifs rarely encountered in the region's early farmhouses. With its gambrel roof and Adamesque cornice, the ca. 1815 Dr. Jabez Gwinnup house (inventory #13, photo #s 6 & 7) reveals influences of both eastern New Jersey architectural traditions and the Federal style.

While village of Delaware was not founded until the 1850s, European settlement of the neighborhood occurred as early as the middle of the 18th century, initiated by pioneer agriculturists of English, Dutch, German, and Scotch Irish stock, the population reaching sufficient numbers to warrant the founding of Knowlton Township in 1768.³ Among the early settlers along Delawanna Creek was Jacob Engle, a German, who occupied a large tract north of the future village site. Nicholas Albertson, grandson of a Dutch emigrant to America, came to Knowlton in 1760, settling land to the southeast of Delawanna Creek. Another pioneer named Robeson, located on the north side of the creek sometime before the Revolutionary War establishing his homestead at site #2 (according to local tradition his son Elam was shot and killed by Indians in 1777 while attempting to ford the river at a gravel bar near the 19th-century railroad bridge, a place afterwards known as Robeson's Rift). The elder Robeson presumably was the Edward Robeson who died some time before 1787, leaving a life interest in his 200-acre farm adjoining the lands of Jacob Engle and Nicholas Albertson to his daughter Mary and her husband Cornelius Albertson. The Robesons were probably of English origins, like Robert Allison who, emigrating from England shortly before the Revolutionary War, acquired and settled property just south of the district at what became Ramsaysburg where a church and tavern were established in the late 1700's.⁴

The 1852 Warren County maps documents the existence of "Atens Ferry" across the Delaware just north of Ramsaysburg, which probably was located on or near the site of the later 19th-century ferry (inventory #60), as well as "Allen & Hutchmers [Hutchinsons] Saw Mill" on Delawanna Creek, where a saw mill existed as early as 1800.⁵ A grist mill (inventory #3) replaced the saw mill around the middle of the 19th

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century. It was constructed by William F. Hutchinson who had acquired the Robeson/Albertson property sometime earlier. At mid century, two farms and three dwellings occupied the Delaware village site. Just south of the Hutchinson property was the farm purchased by physician Dr. Jabez Gwinnup in about 1815 and the house he erected around that time (inventory #13, photo #s 6 and 7). The farm of Cornelius Albertson was located between the Gwinnup property and Ramsaysburg, his farmhouse (inventory #47, photo #20) stands on the corner of what became Clarence and Valley Streets. The third house then extant (#19) is located near the Gwinnup house.⁶

In the early 1850s, several New Jersey railroad companies were in competition to make the connection between eastern New Jersey and the Pennsylvania coal fields. The Scranton family, who had reactivated the 18th-century iron works at Oxford in central Warren County in the 1830s, subsequently embarked on the development of new iron works in the Lackawanna Valley of northeastern Pennsylvania at what became Scranton. To provide a more direct transportation link between that isolated area and the New York City region, the Scrantons began what became the Delaware, Lackawanna and Western Railroad in the early 1850s connecting Scranton and the Delaware Water Gap. The Morris and Essex Railroad and Central Railroad of New Jersey were the principal New Jersey competitors in the race to the Water Gap, and it was thorough the efforts of local entrepreneur, John I. Blair, more than any other individual, that the connection with the Central Railroad was realized. The Warren Railroad was chartered in 1851 to construct a rail line from the Delaware River at a point no more than five miles below the Delaware Water Gap to the Central Railroad of New Jersey at or near Hampton. Blair, a business associate of the Scrantons, became the major stockholder and president of the fledgling Warren Railroad at its organization in 1853. Through an aggressive course of action, which included securing the necessary financing and right-of-way and supervising the design and construction of the rail line along a technologically challenging route, he thwarted the Morris and Essex Railroad efforts to reach the Delaware and succeeded in opening the Warren Railroad for operations in the spring of 1856.⁷

Born at Foul Rift on the Delaware River where his father James managed shipping operations for the nearby Oxford Furnace, John Insley Blair (1802 –1899) pursued a mercantile career after receiving a limited education that ended at the age of twelve. A successful businessman, he had his own general store before the age of twenty (located in the northern Warren County village later named Blairstown), and subsequently acquired five more stores. As his capital increased, Blair invested in industries such as grain mills and cotton factories. He began his business association with the Scrantons in the 1830s when he helped them secured leases to the iron mines at Oxford, and in the 1840s joined

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them in their Pennsylvania venture, the Lackawanna Coal and Iron Company. Railroads connections were pivotal to the success of that business, and Blair became involved in the development of the Legget's Gap Railroad between Scranton and the New York state border (and junction with the Erie Railroad) in 1850/51, as well as the Cobb's Gap Railroad between Scranton and the Delaware Water Gap around the same time. Shortly thereafter the two lines were consolidated as the Delaware, Lackawanna and Western Railroad, and Blair focused his attention on the Warren Railroad which was leased to the Delaware, Lackawanna and Western in 1857. In subsequent decades, Blair concentrated on the organization and development of railroads, particularly in the Midwest, although he also became involved in several coal and zinc companies, as well as banking and real estate. Blair's pioneering efforts to found a community at Delaware Station were repeated throughout the West where he acquired two million acres of government land for railroad development, laid out over eighty towns, and served as director of "six land and town lot companies," as well as assisting newly organized church congregations with donations of land and money.⁸

Once the alignment of the Warren Railroad and been finalized and its junction with the Delaware, Lackawanna and Western Railroad fixed, John I Blair acquired several farms at the junction in anticipation of the establishment of a station there for which he provided a building site. In 1856, the year in which the rail line began operations, Blair had the property laid out in an ambitious rectilinear grid of "squares and building lots" extending between the hillside and the river from what is now Ann Street halfway to Ramsaysburg. Early train schedules included a ten or fifteen minute stop for meals at Delaware Station, perhaps at Blair's behest, and a hotel, the "Delaware House," (inventory #34) was erected in 1858 by Charles Cool on a lot near the station on Clinton Street acquired from Blair. The post office was transferred from Ramsaysburg in that year, and Cool appointed postmaster.⁴ Blair constructed a brick store (inventory # 31, photo #15) on the northwest corner of Clinton and Valley Streets in 1860, and James R. Dye became the community's first merchant and succeeded Cool as postmaster. A second store (inventory #38, photo #18) was built by Charles Hartung opposite the brick store in 1871.⁹

The new settlement soon attracted industries and institutions, as well as modest residential development. Two small "bending works" or woodworking operations were established: one erected by C. T. James on the northwest corner of Valley and Amelia Streets in 1863 and the other built by the firm of Troxell and Brands near the intersection of Charles and Valley Streets in 1870. Just north of the latter, Albert Ammerman established a blacksmith shop on property he purchased from Blair in 1866. Fire ignited by a spark from a passing train engine destroyed the stone Episcopal church at Ramsaysburg

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in 1866, and three years later the congregation erected a new house of worship (inventory #48, photo #21) on Clarence Street in Delaware Station. A Presbyterian congregation was organized at Delaware Station in 1871, and a church built in 1875 (inventory #50, photo #22). John I Blair gave the church lot, parsonage and lot, and "money enough to make his donation worth \$4,000," one third of the total project cost. Throughout the third quarter of the 19th century residential growth appears to have been fairly slow; the 1874 atlas depicts the village as containing less than two dozen houses, five of which belonged to the railroad company.¹⁰

Delaware continued to grow modestly during the late 19th century, attracting new businesses and residential development. Sometime between 1874 and 1881, George G. Flummerfelt opened a restaurant, subsequently known as the Lackawanna House, in a frame building opposite Cool's hotel constructed by him in 1860 (inventory #33, photo #16). A creamery was established along the railroad in the 1880s, and in 1884, the year in which station was dropped from the community's name, Albert Ammerman constructed a three-story building (inventory #23, photo #s 12 and 13) where he expanded his business to include wagon making. The 1881 county history gives the population of the village as 235. The 1886 county directory includes the following as village residents: several merchants and clerks, two wheelwrights, two blacksmiths, two marble cutters, two dressmakers, a saddler, carpenter, shoemaker, doctor, and a lawyer, as well as several dozen laborers and railroad employees. The marble works and a feed and grain storehouse (inventory #32) were located on north side of Clinton Street. While the two small bending works on Valley Street closed, a "manufactory of wood stock, carriage and wagon material" was established along the railroad about a quarter mile northwest of the depot sometime before 1906, in which year it employed thirty-five people and was owned by John Hoyt. Other industries operating in the early 1900s included a saw mill owned by M. C. Allen, which also employed thirty people, and the Hutchinson grist mill and Ammerman wagon shop. During this period George Prall, who owned the feed store, shipped "large quantities of sand" mined from the farms he purchased from John I. Blair. Local agricultural products shipped from Delaware at this time included "grain, potatoes, apples, butter and milk," as well as asparagus and strawberries.¹¹

In the second decade of the 20th century, however, Delaware began to decline as a industrial and business center. The construction of the Delaware, Lackawanna and Western Railroad cutoff across the northern part of Warren County in 1908/11 relegated the old main line through the village to a secondary route, thus decreasing Delaware's attractiveness as a place of business. The 1909 state industrial directory notes that Hoyt's factory employed fifteen people, a more than 50% decline since 1906. Subsequent industrial

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directories indicate that Hoyt's factory regained five employees during the next decade, but that a factory building in the village remained for sale or lease. By 1918, the Allen saw mill had only six employees. A new factory making "black walnut gun stocks and propeller lumber" and employing sixty-five opened between 1915 and 1918, but this appears to have been a short-lived industry tied to war production. As Delaware's attractiveness as a place of business declined, the directories began to promote its recreation potential, noting its picturesque location, healthful and bracing climate, and possession of "all the attractions of an ideal health or vacation summer resort." While the Delaware House next to the station closed, two small summer boarding houses opened on the outskirts of the village: the Delawanna House (inventory #3, photo #s 1-3) and Spring Brook Place to the south on the river near Ramsaysburg.¹²

The construction of Route 5 (which was later replaced by Route 46) in 1923 heralded the end of Delaware as a railroad village. Route 5 was authorized in 1917 and became one of the fifteen routes that represent the foundation of the present New Jersey highway system, which was characterized by 2 lanes of concrete pavement and steel stringer bridges. An original segment of that road with concrete pavement and steel-stringer bridge, remains intact on the northwestern edge of the district. Train service gradually declined, and vestigial service on the old main line ceased in the 1950s, after which the line was abandoned. By 1927 most of the village industries had ceased operations, except for the Hutchinson mill, the Ammerman wagon shop, and the creamery. The latter was abandoned in 1946, by which time the mill and wagon shop also had closed. As new highway oriented businesses opened in the middle decades of the 20th century, Clinton Street could not sustain commercial activity, and the two general stores and restaurant closed. The railroad station survived until the 1960s, but was subsequently demolished. The Episcopal church closed in the 1960s, and was later converted into a dwelling. The posts office, however, still occupies the brick store building and provides a focal point for community life, as does the Presbyterian church.¹³

Delaware exists today as a largely residential community whose character survives substantially intact, despite the strip commercial development stimulated by the existence of Route 46. Although many non-residential uses have disappeared within the village, the buildings, which housed them mostly remain.

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Footnotes

- ¹ Information provided by Florence Kueipers, former postmaster at Delaware.
- ² Larry Lowenthal and William T. Greenberg, Jr., *The Lackawanna Railroad in Northwestern New Jersey*, page 13, 21, & 49; James P. Snell (ed.), *History of Warren and Sussex Counties, New Jersey*, page 623.
- ³ Peter Wacker, *Land and People. A Cultural Geography of Pre-industrial New Jersey: Origins and Settlement Patterns*, page 127; 213–216 and 220; Snell, pp. 623 & 625.
- ⁴ Sussex County Deeds, Book D, page 51; Sarah E. Albertson, "History of St. James' Parish, Delaware, N. J.," *The Newark Churchman*, Vol. XVIII, No. 5, February, 1924, pp. 1 & 2, Sussex County Tavern Licenses.
- ⁵ McCarty, 1852; Snell, page 635.
- ⁶ Snell, pp. 623, 628, & 635.
- ⁷ Larry Lowenthal and William T. Greenberg, Jr., *The Lackawanna Railroad in Northwestern New Jersey*, pp. 11, 13, 15, 21, 44, & 47.
- ⁸ *Portrait and Biographical Record of Hunterdon and Warren Counties*, pp. 119–122; Lowenthal and Greenberg, pp. 10 & 21; Frank Shampanore, *History and Directory of Warren County, New Jersey*, pp. 19H & 20H.
- ⁹ Lowenthal and Greenberg, page 49; Snell, page 628; Kay, page 136.
- ¹⁰ Snell, page 628, 630, 633, & 634; F. W. Beers, *County Atlas of Warren, New Jersey*, page 18; Warren County Deeds, Book 65, page 17.
- ¹¹ Snell, page 628; Kern and Weaver. *History and Directory of Warren County, 1887*, pp. 397–406; Cummins, page 185; *The Industrial Directory of New Jersey, 1906*, page 95, and 1912, page 118.
- ¹² Lowenthal and Greenberg, page 74.

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¹³ Van Doren Honeyman (ed.), *Northwestern New Jersey: A history of Somerset, Morris, Hunterdon, Warren, and Sussex Counties*. Vol. 2, pp. 714 & 715; Lowenthal and Greenberg, pp. 104 & 108; Richard E. Harpster (ed.), *Historic Sites of Warren County*, page 99; Sanborn Insurance Map Company, *Map of Belvidere, New Jersey*. (Delaware Section), 1909, 1915 & 1927.

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Warren County Court House, Belvidere, NJ
Warren County Deeds
Warren County Road Returns
Warren County Surrogate Records

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BOUNDARY DESCRIPTION

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

The boundary of the district begins in Knowlton Township on the east side of Delaware Road (County Route 606) at the northwest corner of block 61, lot 2 and proceeds east and south along the north and east side of lot 2 to that lot's southeast corner. The boundary proceeds in a straight line along the east sides of block 61, lots 1 and 43 to the northwest corner of block 61, lot 42. From there it turns east and runs east along the north side of block 61 to the northeast corner of block 61, lot 33.01. At which corner, it proceeds south and west along the east and south sides of lot 33.01 to Valley Street (County Route 606). It then turns south along the east side of Valley Street at the north corner of block 61, lot 32, to a point where the boundary crosses Valley Street in a straight line to the southeast corner of block 60, lot 7. It then proceeds west along the south side of block 60, lot 7 and then north along the west side of the same lot. The boundary then proceeds west at the southeast corner of block 60, lot 4 and then follows this lot north along its west side to Ferry Lane. At Ferry Lane, the boundary turns west until it reaches the east side of Route 46, where it then turns south to a point where it crosses Route 46 in a straight line to southeast corner of block 57, lot 1. It continues west along the south sides of block 57, lots 1 and 2, and then north along the west side of lot 2 to that lots northwest corner on the south side of Ferry Lane.

The boundary then runs west along the south side of Ferry Lane to the bank of the Delaware River. Crossing the terminus of Ferry Lane, it runs north along the river bank and the west sides of block 51, lots 20 and 19 to the northwest corner of the latter lot. It next runs east along the north sides of block 51, lots 19 and 19.01 to the northeast corner of the latter lot, south along the east side of lot 19.01 to the northwest corner of block 51, lot 18, east along the north sides of block 51, lots 18 and 17 to the northeast corner of the latter lot, and south along the east side of lot 17 to Ferry Lane.

The boundary then turns east and runs along the north side of Ferry Lane to its intersection with Route 46, also the southeast corner of block 51, lot 16, and crossing Route 46 on a straight line to its intersection with Clarence Street, also the southwest corner of block 55, lot 17, continues east along Clarence Street, to the southeast corner of the last mentioned lot. From that point it proceeds north along the east sides of block 55, lots

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17 and 16 to the northeast corner of the latter lot and Clinton Street. It then proceeds northwest along the northwest along the northeast side of lot 16, also the southwest side of Clinton Street, to the northwest corner of lot 16 and the intersection of Clinton Street and Route 46. Crossing Clinton Street in a straight line to the southwest corner of block 52, lot 7, the boundary proceeds north along east side of Route 46 and the west side of the last mentioned lot to that lot's northwest corner and continues north along the west side of block 303, lot 1 (the railroad right-of-way) to a point on a line parallel to the south side of block 48, lot 32 which crossing the old Route 5 would pass through the south corner of block 50, lot 2, and from that point on the eastside of the road the line crosses old Route 5 on that line to the south corner of block 50, lot 2. From there, the boundary follows the west side of old Route 5 to a point on a line parallel the northwest corner of block 48, lot 33. Where it proceeds north and east along the west and north sides of the latter lot to that lot's northeast corner, and from there it runs north and east along the west and north sides of block 48, lot 29 to that lot's northeast corner and Delaware Road. It proceeds north along the west side of Delaware Road to the northeast corner of block 48, lot 28.01, and cuts east across Delaware Road on a straight line to the place of beginning.

BOUNDARY JUSTIFICATION

The boundaries of the Delaware Historic District were delineated to include to the greatest extent possible the architectural and historical resources of the hamlet, with not only the fewest non-contributing buildings but also to protect the district's historic rural setting.

To the north, the district is constrained by modern residential development, and the boundary follows property lines to exclude those uses. On its east side where the district is bordered by a steep wooded hill side, the boundary follows property lines or lines of convenience across lots to encompass resources related to the district as well as portions of the hillside contributing to its setting. At the southern end of the district the boundary line also follows property lines. The district's west boundary generally follows Route 46 to exclude the modern residential and commercial development on the west side of the highway, but jogs to the river to include the resources along Ferry Lane and jogs to east between Clinton Street and Ferry Lane to exclude the heavily redeveloped portion of the railroad alignment there.

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PHOTOGRAPHIC IDENTIFICATION

The following information is the same for all photographs submitted with the nomination:

Name: Delaware Historic District
Location: Knowlton Twp., NJ
Photographer: Knowlton Twp. Preservation Commission
Date: Winter/Fall 2000
Negative Repository: Knowlton Twp. Preservation Commission, Delaware, NJ

PHOTO #	SITE #	VIEW
1	1	NW
2	1	NW
3	1	NW
4	2	SE
5	5	NW
6	13	NW
7	13	SW
8	16	E
9	17	SE
10	20	NE
11	20	NE
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15	31	NE
16	33	NE
17	37	SW
18	38	SW
19	45	NW
20	47	NW
21	48	NE
22	50	SW
23	52	SW
29	56	SW
30	60	W
31	17	NE
32	15	W

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33	27&26	NE
34	9&10	SW
35	59	NE
36	61	NE
37	62	NE

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UTM References, Con't

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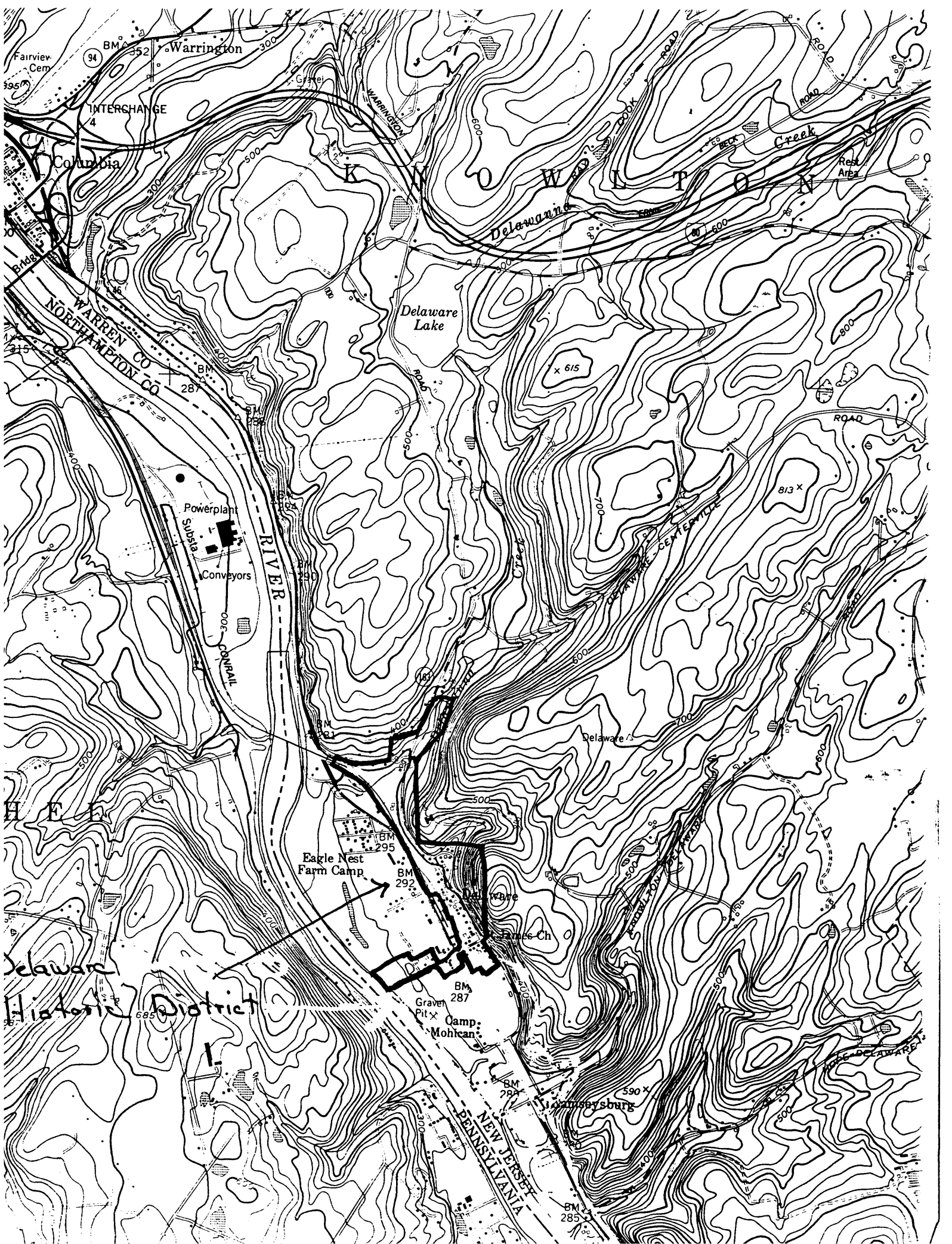
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See continuation sheet



Fairview Cem
995
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Warrington
INTERCHANGE 4
Columbia

WARREN CO
NORTHAMPTON CO

Delaware Lake

Delaware River

Powerplant
Substa
Conveyors
COOP

Eagle Nest Farm Camp
BM 295
BM 292

Delaware

Delaware Historical District

Camp Mohican
Graven Pit
BM 287

NEW JERSEY
BM 285

WARRINGTON

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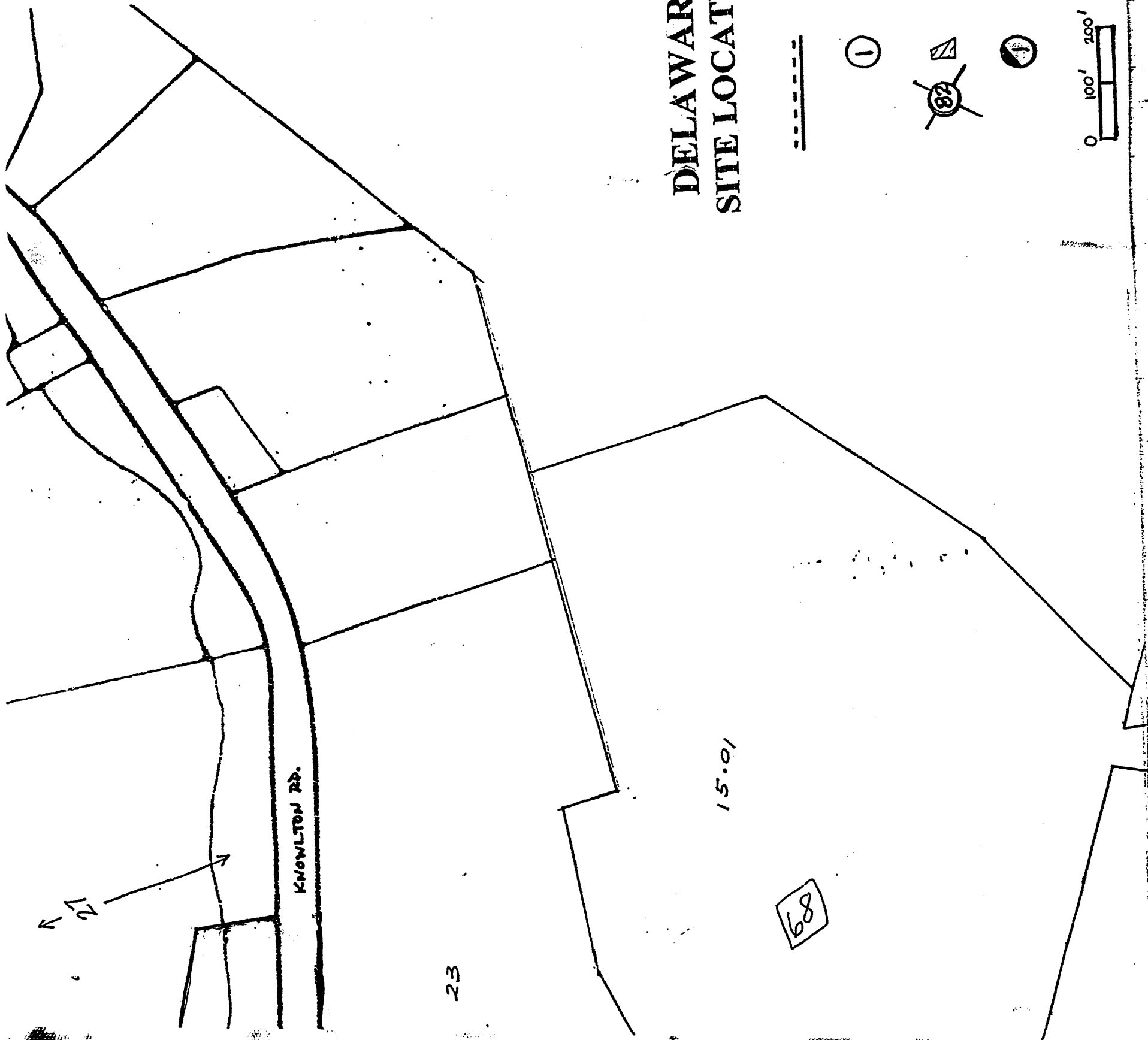
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DELAWARE HISTORIC DISTRICT SITE LOCATION AND BOUNDARY MAP

----- DISTRICT BOUNDARY

① INVENTORY SITE #s

NON-CONTRIBUTING RESOURCES

PHOTO ID #s/DIRECTION OF VIEW

0 100' 200' SCALE

KNOWLTON RD.

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