

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received JAN 13 1987

date entered

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

FEB 27 1987

1. Name

historic

and or common New Hamburg Multiple Resource Area

2. Location

street & number

not for publication

city, town New Hamburg

vicinity of

state New York

code 36

county Dutchess

code 027

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 checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input checked="" type="checkbox"/> NA in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> NA being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name various: see component sheets

street & number

city, town

vicinity of

state

5. Location of Legal Description

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

street & number Market Street

city, town Poughkeepsie

state New York

6. Representation in Existing Surveys

title New York Statewide Inventory has this property been determined eligible? yes no

date Sept. 1984 federal state county local

depository for survey records NYS Division for Historic Preservation

city, town Albany

state New York 12238

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date <u>NA</u>
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

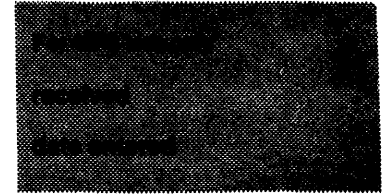
Describe the present and original (if known) physical appearance Survey Area and Methodology

The historic resources of New Hamburg, Dutchess County, New York were identified as part of a broader architectural survey conducted by Scenic Hudson, Inc. of Poughkeepsie under the direction of New York State Historic Preservation Office staff and with funding assistance from the Area Fund of Dutchess County. The total survey area covered the coastal zone on the east side of the Hudson River north of the city of Beacon (Multiple Resource Area nomination in progress) and south of the village of Wappingers Falls (Multiple Resource Area listed, 29 September 1984) and Bodoia Park, a Dutchess County-owned recreational area. Based on the criteria of the Coastal Zone Management Program of the U.S. Department of Commerce, the eastern limit of the survey area was determined to be the properties on the east side of the north-south state highway, Route 9-D. The western boundary was the Hudson River.

The survey area included portions of three towns (Fishkill, Wappinger and Poughkeepsie, but, because of topography, historical associations, and the preservation of traditional land-use patterns, it is a distinguishable entity. The subdivision of upland agricultural areas east of the river steadily encroaches on the historic built environment in the coastal zones as does a major network of IBM assembly plants and suburban development outside Beacon and Poughkeepsie.

The physical character of the survey area retains an essentially intact late nineteenth century appearance and generally contains two small river hamlets, New Hamburg and Chelsea, an upland crossroads hamlet, Hughsonville, and an intervening riparian zone dominated by large, residential holdings. The period of historic development extends from the development of the hamlets as shipping points for agricultural goods in the mid-eighteenth century, through the romantic era, when large estates began to populate the river slope, to the railroad/industrial age, which transformed the activity of the hamlet areas. Architectural development in the survey area is largely residential as most of the industry- and transportation-related buildings have succumbed to deterioration and disuse as the local economy shifted away from the river corridor in the twentieth century. The hamlets are characterized by small-scale, modest architecture reflecting the changing tastes in the river vernacular in the nineteenth century. The collection of estates illustrates the more sophisticated regional and national architectural trends that determined the character of this significant group of related properties during the same period. The preservation of these hamlets and estates within the relatively undisturbed survey area provides information about their historic relationship and constitutes a rare intact fragment of the historic Hudson River environment in southern Dutchess County.

Although the boundaries of the entire survey area encompass that portion of the coastal zone that retains historic and physical integrity, in developing contexts for evaluating significance based on the National Register criteria the SHPO determined that the area was better divided

**United States Department of the Interior
National Park Service****National Register of Historic Places
Inventory—Nomination Form**New Hamburg Multiple Resource Area, New Hamburg, NY,
Dutchess County

Continuation sheet

Item number

7

Page 2

into smaller units. No buildings of historical or architectural merit were identified in the area within the town of Fishkill except Mount Guilian and Stonykill, which are already listed on the National Register (19 November 1982 and 20 March 1980, respectively). Chelsea and Hughsonville are located in the town of Wappingers but share little functional relationship in a coastal context. New Hamburg, which is more directly linked to Hughsonville as part of a transportation network, is located in the town of Poughkeepsie. New Hamburg also shares an equally important association with the Village of Wappingers Falls (Multiple Resource Area listed, 29 September 1984). The estates have a more compelling association with the regional architectural theme than with the river hamlets and their history. A coherent, unifying context was not discernable for the survey area. As a result, the river hamlets of New Hamburg and Chelsea have been evaluated as small separate multiple resource areas and other significant properties, notably the residential estates, will be evaluated and nominated individually.

New Hamburg-General Description

New Hamburg is located on the eastern shore of the Hudson River at the mouth of Wappingers Creek, across the river from Danskammer Point and roughly half way between the two larger nineteenth-century landings at Poughkeepsie and Fishkill-on-Hudson. The land comes to a point at the intersection of the north side of the creek and the river, thus the naming of the main waterfront road, Point Street, and the earliest geographical references from the 1700s, which referred to the spot as merely, "The Hook." The land rises sharply over a stone ridge to several small hills within the boundaries of the hamlet. The hills at the point gave rise to the early name, "High Point," which was contrasted with that of nearby neighbor Chelsea, which had a flat landing site and was called Low Point. Stony ground on the northern edge of the waterfront also provided the hamlet with its first industry; limestone was quarried and burned in kilns on the river here since at least 1797.

The impetus for settlement on this point had far more to do with the water than the stone. The spot not only sits at the base of one of the major streams flowing into the Hudson in this region, but is also favored by the deepness of the channel flowing past the point. New Hamburg developed into a bustling river port in the mid-1800s because of its location and its fine wharf facilities. At first just a store and shipping point for lime and the local farmer's goods, New Hamburg soon developed its own local businesses. It was an early ferry site and a freight and passenger port for the larger industrial town of Wappingers Falls one-and-one-half miles up the creek. Later, with the coming of the railroad, New Hamburg served the same transshipment function, becoming the station stop that served the towns to the east. The scale and diversity of commercial activities in the hamlet far surpassed the market created by its modest

**United States Department of the Interior
National Park Service**

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

New Hamburg Multiple Resource Area, New Hamburg, NY,

Continuation sheet Dutchess County

Item number

7

Page

3

For NPS use only

received

date entered

population.

Physically the hamlet initially developed along a road (Point Street) that paralleled the river and provided access to the first landing at the point and quarries to the north. The route that connected the landing and Point Street with inland communities, now Main Street, was the only other road in the hamlet. The earliest houses were located here, although more survive from this c1800's period. In 1820, lots were surveyed by the landowners and the western side of the hamlet was laid out along a modified grid plan roughly in evidence today. The railroad corridor and newer Bridge Street has affected the symmetry; however, Point Street was augmented by parallel north-south streets as well as intersecting east-west streets that originated at docks built by a growing number of entrepreneurs. Small, regular lots were platted and remain in existence. People involved in industry and trade commanded property close to the river.

Boundary Description and Justification

Boundaries for the New Hamburg Multiple Resource Area were established to encompass the compact riverine community as it existed in the late nineteenth century and to exclude modern suburban development. Specifically, the area is defined as beginning at a point in the Hudson River where the boundary between the towns of Poughkeepsie and Wappingers intersects the boundary between Dutchess, Orange and Ulster Counties and following the county boundaries north to a point where it intersects with an extension of the southern boundary of the Childrens Aid Society Camps, turning in an easterly direction and following the camp boundary to where it meets the intersection of Sheafe and Channingville Roads. The boundary then returns west along the north side of Channingville Road to a point where it crosses the road to include properties on the opposite side yet excluding a recent subdivision. The boundary continues in a southerly direction along rear property lines of modern house lots on the west side of Honey Lane. At the southern terminus of the Honey lane subdivision, the boundary continues in an easterly direction along a former division within the Willis Reese Estate, now a sanctuary of the National Audubon Society, and extends into the Wappingers Creek where it meets the town line between Wappingers and Poughkeepsie. At this point the boundary turns and follows the town line until it meets its point of origin in the Hudson River.

Architectural Character

The architectural character of New Hamburg is generally small scale and modest, reflecting the simple lifestyle of most early maritime occupations. While some residences are more ornamented than others, even more affluent properties embody a restraint that relates them to the larger group of working-class homes in the community. Representative of new town planning in the early nineteenth century, New Hamburg was subdivided in as regular and orderly a fashion as the ragged coastline and topography would allow. Located on a high point at the mouth of a sizeable gorge, the waterfront

**United States Department of the Interior
National Park Service**

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

New Hamburg Multiple Resource Area, New Hamburg, NY,
Dutchess County

Continuation sheet

Item number

7

Page

4

For NPS use only

received

date entered

allowed for only four or five ranges of lots of short length. The hillside beyond was platted more loosely.

Most of the more significant buildings were focused near the landing. Early residences and businesses were concentrated along Point Street, which was the route to the initial landing. As new clocks were built, other focal points developed, such as the "Lime Dock" at the foot of Division Street where the Browers conducted their lime mining and burning business and built their houses (Adolph Brower House and Abraham Brower House). Both are characteristic of the modest architectural scale and style. These three-bay-wide houses with Greek Revival features were typical of local house forms of the period. Their brick construction gave them a more distinguished status reflecting the prominence of their builders. Although later in period (1870s v. 1840s) William Shay created another commercial and residential enclave on Point Street. A dealer in cotton waste, Shay's Warehouse and Stables were located behind his house at the intersection of Point and Main Streets. Shay also built the William Shay Double House at Point and River Streets. Shay used the same basic forms and plans for his double house and the styling embodies picturesque characteristics representative of the taste that was evident throughout the hamlet in both new construction and renovations. Verticality and gable forms were emphasized while ornament continued to be restrained. In his warehouse, Shay displays an exuberance unique in the hamlet and, in a stylistic sense, the building is somewhat enigmatic.

Main Street exited the hamlet, bridged the creek and connected New Hamburg with the rest of the region. As the principal route to and from the landing, it developed early as a "main street" with mixed commercial and residential use. New growth extended out along Main Street as well as filling-in previously established lots on the waterfront. The Main Street Historic District embodies characteristics of this mixed use with a store, a post office, a hotel, and private residences. House lots more remote from the bustle of the docks farther up the hillside attracted people seeking a quieter, more dignified location. Architecturally, it repeats the Greek Revival and later picturesque designs noted above enlarging the context to include other building types. Stone Street, roughly three blocks east of the river, was developed with larger scale houses on wider lots and with deeper set-backs. The Stone Street Historic District contains representative examples of the local housing type across a broad range of styles.

The integrity of Main Street and the tranquility of Stone Street were disrupted by the railroad in the 1850s. The economic vitality of the landing was also diminished. Although bisected, Main Street became a greater focus for business activity. The hamlet continued to expand outward. Hillside lots that were less desirable in earlier periods were developed, taking advantage of the superior scenic situation.

**United States Department of the Interior
National Park Service**

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

New Hamburg Multiple Resource Area, New Hamburg, NY,
Dutchess County

Continuation sheet

Item number

7

Page

5

For NPS use only

received

date entered

The Union Free School was built on a prime hilltop site. Its Italianate style is compatible with the local context. Another prominent civic building, Zion Memorial Chapel, was added to the waterfront area in the early 1900s. While very stylish in contrast to its neighbors, its small-scale narrow lot and consistent materials helped to maintain its compatibility with the compact historic area on Point Street.

The hamlet was severely scarred by the widening of the railroad right-of-way in the 1920s. Street patterns were altered; the eastern side of Stone Street opposite the historic district was demolished; the Main Street crossing was removed and buildings were relocated. Nevertheless, the physical place of the hamlet survived largely intact west of the tracks compressed between the railroad and the river. The scale and character of the community has been largely maintained because it was essentially fully built by the twentieth century.

Nominated Resources

Six individual properties and two small historic districts with a total of eighteen contributing buildings were found to have sufficient architectural and historical merit to meet the National Register criteria. There have been no previous National Register listing in New Hamburg. The nominated resources provide a fairly complete cross-section of the vernacular architecture prevalent in coastal hamlets and villages on the Hudson River as it was adapted to changing types and periods. New Hamburg's physical development accelerated in the early 1800s when the mouth of the Wappingers Creek was bridged and river commerce from the southside of the creek was directed there, it being a better, deep-water landing. The oldest surviving buildings in the hamlet date from the second quarter of the nineteenth century and are uniform in scale and form, one and one-half to two stories tall and, variously, three and five bays wide with side and center halls, respectively. This building form determined the basis for architectural development for the balance of the century in the hamlet. Buildings in New Hamburg, whether residential or commercial, maintained a uniform character and pattern of growth that conveys a remarkable sense of organization and consistency in its architecture. New Hamburg's representation of a historic coastal landing is quite convincing. Frame construction was most common, although brick was manufactured early in the immediate vicinity and was used as a material on more formal residences. Despite the prevalence of frame construction historically, those houses from this period that have been included in the multiple resource area are mostly brick and the majority are three-bay side-passage houses. The Abraham Brower House (c1845) is a one-and-one-half-story residence with a later rear kitchen wing. Its brick construction and substantial wood trim in the Greek Revival style distinguish it as a prominent example of the local vernacular tradition. Its neighbor, the Adolph Brower House (c.1845), is similar in plan but, taking advantage of a hillside site, presents a full two-

**United States Department of the Interior
National Park Service**

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

New Hamburg Multiple Resource Area, New Hamburg, NY,
Dutchess County

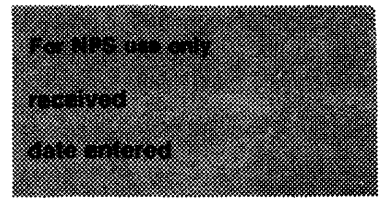
Continuation sheet

Item number

7

Page

6



and-one-half-story elevation on its street facade. This was not an unusual form for river slope architecture. Typically, a two-level porch is incorporated into the facade design. Another similar brick example is located at 5 Stone Street in the Stone Street Historic District, while a relatively intact frame side-passage house is a component of the Main Street Historic District (11 Main Street). Full-scale center-hall houses in the Greek Revival period were less common. One example is represented at 13 Main Street in the Main Street Historic District. During this (1840s) and ensuing decades, the Picturesque taste had a tremendous influence on house decoration in the region. While architects and tastemakers of the day advocated a departure from the rigid, consolidated Georgian-inspired plans of the preceding century, the impact of the Romantic Movement on the local vernacular was far more decorative than structural. With few exceptions, after 1850 house builders in New Hamburg, as in other small landings, simply modified established house forms with the additions of central cross-gables, vergeboards and scroll-sawn brackets and porch ornament.

Three buildings in the Main Street Historic District embody Picturesque elements and also indicate their applicability to various building types: the building at 9A Main Street is a frame, center-hall house with central cross-gable, bracketed cornice, corbelled chimneys and arched top windows; the Central House Hotel shares the same decorative elements as the house noted above but was built of brick and retains a two-story porch with scroll-sawn ornament typical of the hotel-type; a store at 10 Main Street received later additions that provide the appearance of a central pedimented pavilion popular in the period. Perhaps the most distinctive frame residence of the period in New Hamburg is located at 18 Division Street in the Stone Street Historic District with its bracketed cornice, cross-gable, windows surrounds and porch. The William Shay Double Residence (c.1875) on 18 Point Street is another distinctive example of a Picturesque style house, further illustrating the variations available in this ubiquitous type. The favor for the Picturesque did not lose its energy until very late in the nineteenth century.

One house in the Stone Street Historic District (7 Stone Street c.1875) represents a later manifestation of the Romantic era architecture incorporating decorative details characteristic of the Second Empire style, such as a mansard roof, paired brackets and porch braces.

Other building types in the multiple resource area reflect the prevailing architectural character of the hamlet. The Union Free School (c.1875) and Shay's Warehouse (c.1865) were designed in an Italianate style that complements the local residential vernacular. Outbuildings, such as those associated with the Abraham Brower House and 7 Stone Street in the Stone Street Historic District, incorporate little cross-gables and fenestration consistent with the prevailing taste. It is interesting

**United States Department of the Interior
National Park Service**

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

New Hamburg Multiple Resource Area, New Hamburg, NY,
Dutchess County

Continuation sheet

Item number

7

Page

7

For NPS use only

received

date entered

to note that these two similar buildings are associated with houses in styles (Greek Revival and Second Empire, respectively) that are at opposite ends of the stylistic continuum. The speculations of local historians is that these outbuildings, particularly that of the Abraham Brower House, were boat rather than carriage houses and were related to water occupations.

Zion Memorial Chapel (1902), a distinguished architect-designed religious property, is an anomaly in period and design in the multiple resource area but has important historical associations with prominent local individuals. Its different form and pretentious design is emblematic of the contrast between the working-class community of a hamlet like New Hamburg and the more prosperous people (shipping merchants, local industrialists and estate owners) who looked to the area as a service center.

The individual components and the two districts are all, with the exception of the school on the hill, within two blocks of the waterfront. Most of their original owners had documented connections to the river or rail trade. New Hamburg was never a fancy town. The area's wealthy citizens for the most part lived on the large estates that lined Wheeler Hill Road overlooking the river from the ridge. They provided jobs for the townspeople, business for the storeowners, and money for the church but left little direct architectural legacy in the hamlet. Most of the houses and the few remaining commercial buildings are modest, far more functional than grandiose. While not elaborate expressions of their style, they represent architectural types typical to a working port town in the nineteenth century.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates c1845-1910

Builder/Architect Unknown

Statement of Significance (in one paragraph)

Summary

The history of New Hamburg is directly linked to the course of maritime commerce in the Hudson Valley during the nineteenth and twentieth centuries. The hamlet is a surviving representation of the small, localized port facilities that appeared at suitable landing points along the river and subsequently prospered in the expanding regional marketplace. These small upstate centers were active transshipment points for agricultural products and raw materials bound for New York City and for manufactured commodities in demand in the countryside. Even though the railroad supplanted water-borne vessels as the carrier of goods and people after 1850, the Hudson River remained the transportation corridor and the coastal hamlets enjoyed continued economic vitality.

Architecture in these communities during the last quarter of the eighteenth century and first half of the nineteenth was generally modest in design, small in scale and vernacular in its building traditions. Brick was frequently used as a building material in the New Hamburg area due to its proximity to the brick making centers of the mid-Hudson Valley. Limestone deposits in New Hamburg, itself, contributed to the industry. Nevertheless, frame construction was the norm. The river slope gave cause for houses with hillside sitings, and tiered verandas overlooking the river. The compactness of house lots created a dense pattern of small-scale buildings; narrow, tall structures consistent with a tradition already established in the valley. Due to New Hamburg's emergence as a hamlet in the 1820's, the basis for style in the area was the Greek Revival taste. Later Gothic and Italianate forms (cross-gables and bracketry primarily) were applied to the small vernacular forms in the mid-nineteenth century, but a decided tradition of form, scale and plan was maintained throughout the first century of architectural development. The nominated resources reflect the continuity and change of the hamlet's vernacular in residential and commercial categories and provide a representative cross-section of variations on the architectural theme from c1800 to c1875. Yet, the train prompted an economic and social reorganization along with the physical restructuring of New Hamburg's locus from river's edge to the train station. River commerce ultimately declined and the diversified maritime local economy was soon monopolized by the common carrier. Landings like New Hamburg became less distinguishable (and less distinguished) in the endless rail network. The highway transportation system further decentralized the commercial cores of small towns and bypassed New Hamburg altogether. Physical growth and architectural development became static in this phase. Essentially built-up and increasingly remote, New Hamburg maintained its nineteenth-century character but its architectural integrity suffered through alterations of historic buildings. Virtually the only building to take place in the late nineteenth and early twentieth century (outside of railroad construction) was a small Episcopal chapel endowed by a local estate owner.

**United States Department of the Interior
National Park Service**

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

New Hamburg Multiple Resource Area, New Hamburg, NY,
Continuation sheet Dutchess County

Item number 8

Page 2

New Hamburg had evolved from an independent commercial center to a service adjunct to a new suburban class. Thus, it is as a small Hudson River trading center reflecting both the maritime and railroad age in the period 1800-1910 that New Hamburg retains its distinctive historical identity. The buildings that survive with a high degree of integrity from the mid to late 1800s are the architectural legacy of the hamlet's and the region's maritime history.

On a broad geographical basis, New Hamburg was originally contained within the northern bounds of the Rombout Patent of 1682. However, in 1696 a deed for this same land bordering the north side of the Wappinger Creek was secured by Pieter Lassen, the namesake of one of the key families throughout New Hamburg's history - the Lawsons. Lassen had the advantage of having lived on his land just north of New Hamburg since 1699 and over the years his claims were held to be stronger than the well-connected Verplanck family who inherited the northern section of the Rombout Patent. The Verplancks built their first landing site on the south side of the creek in the early 1740s. "Farmer's Landing" by the end of the eighteenth century consisted of two stone houses, two dwellings, and a dry goods store. The one stone house that survives there will be proposed for individual nomination to the National Register when research is completed. The main waterfront road in the area leads from Farmers Landing to the Verplancks' mill five miles upstream on the Wappingers Creek.

In 1800 a detailed survey map was commissioned by the major property owners in the nearby village of Wappingers Falls to lay out an alternative route from Verplanck's mill to the Hudson traveling through their village to a landing at "Wappingers Point" (now New Hamburg) on the north side of the creek. A landing, but not much else, had existed at the point since the 1770s, but a store owned by John Drake and Samuel Bogardus is shown already in place on the point. The other structure drawn on the map was Ephriam Dubois's house at what was later known as the Lime Dock.

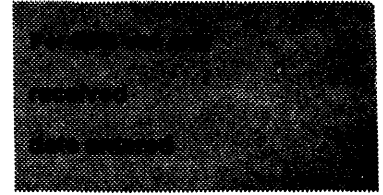
The New Hamburg site had at least three distinct advantages as a shipping point over the Verplanck's landing south of the creek. First, deep water was immediately offshore, eliminating the need for a long dock out past the shallows, such as the one at Farmer's Landing; to emphasize this fact a line showing the channel is clearly drawn on the 1800 map. Secondly, there were limestone deposits just north of the Dubois house that offered an immediate industry quarrying and burning lime in kilns for use in iron furnaces, brick mortar, and soil building. Lime kilns were already at the site according to a 1798 map of the Hudson. Thirdly, while Farmer's Landing was backed up against a ridge, Wappinger Point was gently rising land that offered good building sites for the development of a town. What finally cinched the advantage of New Hamburg's location was Drake's construction of a bridge across the south of the creek around 1808. At that point, even Farmer's Landing Road led directly to the point.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Inventory—Nomination Form**New Hamburg Multiple Resource Area, New Hamburg, NY,
Dutchess County

Continuation sheet

Item number 8

Page 3



In the period 1800 to 1820 only gradual changes were evident in the area. In 1820 Drake and Bogardus had New Hamburg subdivided by the survey or James Dodge. The map showed only about a dozen buildings, mostly on Point Street, a school, a church, the lime kilns, a store, and a ferry slip. However, this map provides the lot numbers and location for every subsequent sale of property and is an invaluable resource for reconstructing the hamlet's development.

In 1824 New Hamburg acquired a new business that was crucial to the waterfront and local economy for the rest of the century. Charles Millard, who had his sawmill operations in Marlborough across the river, opened a lumber yard just above Drake's dock. The yard grew in size and importance over the years to include coal as well as all building materials, from hardware and print to masonry supplies. Most of the lumber after 1834 was shipped to the site from the headwaters of the Hudson and Lake Champlain area. Charles's son, Walter Millard, and Uri Mills at that time began a freighting business to ship lumber and other raw materials, at first with the sloop Melan, then the barge Lexington and finally the steamboat Splendid. They also became the primary landowners on the hamlet and ran the ferry to Marlborough. By 1836 Gordon's Gazette listed an extensive store, a tavern, post office, and about twenty dwellings in New Hamburg. With three dock facilities, Drake's, Millard's and the lime dock, this burgeoning little town felt justified in having taken in 1820 the name of one of Europe's largest ports. Unfortunately, no buildings survive with sufficient integrity from the earliest days of New Hamburg's history to warrant inclusion in the National Register of Historic Places.

The 1840's were a boom time for the whole Hudson River Valley. The opening of the Erie Canal had made the Hudson the primary transit route for trade with the western states. The phenomenal growth in New York City's population expanded the market for intraregional exchange. Also many wealthy New Yorkers moved up the Hudson to building summer houses in this period, thereby helping local economies.

New Hamburg had developed into a primary river trading center of the local area, as the industrial operations expanded in nearby Wappingers Falls. In 1837 Adolph Brower purchased the waterfront land around the kilns and quarry and around 1840 erected a distinguished brick house at the base of Division Street to oversee the dock operations (see: Adolph Brower House, a component of the multiple resource area). The residence and the similar Abraham Brower House across Water Street (probably Adolph's son or brother) are the oldest surviving structures in the hamlet that retain their original character. They are representative examples of Greek Revival style architecture applied to small town dwellings and embody distinctive characteristics of the style and the local brick masonry craftsmanship.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination FormNew Hamburg Multiple Resource Area, New Hamburg, NY,
Dutchess County

Continuation sheet

Item number 8

Page 4

Greek Revival styling was the predominant architectural influence in this part of the Hudson Valley in the 1830s and 1840s. House forms were generally one and one-half to two stories tall and from three to five bays wide on their facade elevation. The three-bay-wide variety with a side passage floor plan was executed far more frequently than its larger five-bay, center passage counterpart. In these reopian communities, builders were clearly working out of a more generalized Georgian tradition than the local regional vernacular that was based in Dutch and German ethnic prototypes. These small, vertical houses carried restrained but crisply edged details distinguished with characteristic classical cornice detailing on the upper half story, usually pierced with small, rectangular windows and terminating in returns on gable ends. Fenestration stressed rectilinear forms and classical ornamentation as well. A full-length front porch with square posts was typical of front facades in this context. Two adjacent houses in the Stone Street Historic District (nos. 5 and 7 Stone Street) also embody Greek Revival style characteristics; no.5 in the typical fashion of the Brower houses but no.7, a later example, illustrates the application of current Second Empire features (notably the mansard roof) onto the basic brick Greek Revival form. The small, three-bay house was more often built in frame as illustrated in the house at 11 Main Street in the Main Street Historic District. Alternatives to which frame houses are more prone (residing, window replacement, etc.) have affected historic integrity to the extent that the rare brick examples are disproportionately represented. Larger five-bay center hall residences survive from this period in the hamlet. The three nominated include a brick example in the Main Street Historic District (13 Main Street) created by enlarging an earlier, three-bay one and one-half story house into one with a five-bay facade, and two two-story frame houses (9A Main Street, Main Street Historic District, and 18 Division Street, Stone Street Historic District) both of which have been altered to reflect the popular Gothic taste.

It was not only the sloop and steamer traffic that destroyed New Hamburg's economy. The Hudson River Railroad was extended up the eastern shoreline in the late 1840s. By 1850 Gillette's map shows a major shift away from the waterfront stores in commercial activity in New Hamburg. The east end of Main Street near the railroad depots had developed into the principal area of retail trade, with a drug store, post office, blacksmith and carriage shop. The construction of an 800-foot tunnel through the stone ridge on the east side of town created an immediate boom in the housing and servicing of railroad workers. By 1867 the carriage store was converted into a hotel, "The Central House," (15 Main Street) and by 1876 the post office building and Mayer's General Store (no.10 and 12 Main Street) were built on the south side of Main Street completing the streetscape of this newer commercial district. The Main Street Historic District comprised a significant intact assemblage of commercial buildings reflecting this period of growth in New Hamburg. In the beginning the railroad enhanced commercial activity without disrupting the growing river trade. The third quarter of the nineteenth century was the economic heyday of the hamlet. Sloops were plentiful on the Hudson.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Inventory—Nomination Form**

New Hamburg Multiple Resource Area, New Hamburg, NY,

Continuation sheet Dutchess County

Item number 8

Page 5

Moses Collyer cited twenty-three sloops and seven schooners based in New Hamburg alone during these years. They would haul iron ore and lime to the furnaces and bring back pig iron, for instance. Market boats would pick up passengers, produce and other farm goods at docks along the river and return from New York City with dry goods and other manufactured items. An average of nine boats a day stopped at New Hamburg including the famous passenger steamboat of the late 1800s, the Mary Powell, which came mornings and afternoons. When the river froze over in the winter the boatmen turned to ice boating. Captain Peter LeRoy (who lived in #7 Stone Street) was one of the fastest racers in the competition between local river towns.

Other businesses flourished in town that used the river for shipping purposes. H.C. Millard and Company began producing Rosendale Cement pipes and chimney flues around 1870. William Shay ran a rag and cotton waste business out of the brick building (Shay's Warehouse and Stables) behind 32 Point Street. There was a cooperage for making apple barrels and after 1880 a brass foundry with about fifty employees.

After 1850 the wide ranging influence of A.J. Downing and Calvert Vaux (both of whom practiced in Newburgh just across the river) and others popularizing the Gothic Revival, Italian Villa and general picturesque styling became the primary influence on the local architecture. The finest picturesque villa designs were in the large estates that were beginning to line the high ground along Wheeler Hill Road. These properties have been surveyed and those meeting the National Register criteria will be nominated when adequate research and documentation is developed. In the hamlet, the results of this influence was more restrained and conventional. Those who could not afford an Italian Villa settled for a decorated vergeboard as on the house at 9 Stone Street in the Stone Street Historic District or jigsaw porch detail as on the Central House at 15 Main Street (Main Street Historic District). Overall, typical building forms and configurations remained as it was in the earlier Federal or Greek Revival periods, but decorative touches were added in inexpensive displays of style. Number 9A Main Street (Main Street Historic District) added a cross gable dormer to the roofline. Bays became popular in the 1870s as illustrated on the house in the Stone Street Historic District and the William Shay Double House; hood moldings were used over windows instead of straight lintels; and cornice brackets became the unifying link between Gothic (William Shay Double House), Second Empire (#7 Stone Street, Stone Street Historic District) and Italianate styles (Union Free School). Even the utilitarian structures such as Shay's Warehouse and Stable, The Union Free School or the outbuilding of the Abraham Brower House had their eaves adorned. In New Hamburg, a particular vernacular pattern of paired brackets framing panel moldings was repeated on a dozen or more houses. What has been labeled the "Hudson River bracketed" style became the dominant architectural legacy of the hamlet. The Stone Street Historic District is a small collection of intact residences reflecting the transition of New Hamburg's architecture from the strictness of the Greek Revival style through the eclecticism of the Romantic period.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Inventory—Nomination Form**

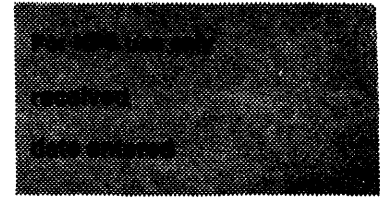
New Hamburg Multiple Resource Area, New Hamburg, NY,

Continuation sheet

Dutchess County

Item number 8

Page 6



The mainstay of early shipping on New Hamburg, the sloop captains, were small independent businessmen. At first the gradual takeover of the river trade by steamboats did not change that way of doing business. It was not so much the technology itself as the scale it allowed that transformed the river towns. The largest sloop on the river could haul 220 tons, the average sailing vessel much less, while steamers towing barges could carry 400 to 1000 tons. Over the decades the sloops and independent operators could not compete with the larger steamliners. The big steamers made fewer stops, so the smaller river towns began to stagnate as well. At the same time the railroads, who could maintain their schedules even in the winter, when the Hudson froze solid, took away the passengers and much of the freight trade. Small local industrial operations, like New Hamburg's foundary, were closed as factories concentrated in larger urban centers. And cities, such as nearby Poughkeepsie, captured more and more of the local retail trade with the improvement of roads and transportation. A major disruption of the hamlet occurred in 1928 when the railroad substantially widened its right-of-way creating a barrier in the midst of the hamlet and destroying the eastern side of Stone and Main Streets.

The transition did not happen overnight and building did not cease at the turn-of-the-century. In fact, one of the foremost architectural landmarks in the hamlet was built in 1902. Overlooking the riverfront on Point Street, Zion Memorial Chapel is a distinctive example of a small church designed in the Victorian Gothic style; a late application of a late manifestation of the Gothic taste, yet a popular design source for Episcopalian churches. The church, in its period, marks the historical junction when the waterfront became to be valued less for its commercial potential than as for its passive qualities, the river freighting business and fishermen had almost entirely given way to the pleasure boating functions of the marina and yacht club.

New Hamburg has ultimately become a residential enclave off the main highway. The state highway bypassed the hamlet by over a mile to the east, along the old post road, and when automobile transportation became the norm, New Hamburg was seldom visited by the entrepreneur or casual visitor. Although the bulk of the commercial activity has declined, the plan and character of the nineteenth century hamlet remain to a great extent. The architectural significance is somewhat obscured by modern alterations; however, the recognition of those resources that best represent New Hamburg's past will undoubtedly spur further efforts toward restoration.

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreeage of nominated property See continuation sheet.

Quadrangle name Wappingers Falls, NY

Quadrangle scale 1:24000

UTM References for entire M.R.A.: See continuation sheet

A	<u>1,8</u>	<u>5,8,8,3,6,0</u>	<u>4,6,0,4,9,3,0</u>
	Zone	Easting	Northing

B	<u>1,8</u>	<u>5,8,8,0,9,0</u>	<u>4,6,0,4,8,1,0</u>
	Zone	Easting	Northing

C	<u>1,8</u>	<u>5,8,8,1,5,0</u>	<u>4,6,0,4,4,3,0</u>
---	------------	--------------------	----------------------

D	<u>1,8</u>	<u>5,8,8,5,2,0</u>	<u>4,6,0,4,3,5,0</u>
---	------------	--------------------	----------------------

E	<u>1,8</u>	<u>5,8,7,1,2,0</u>	<u>4,6,0,3,7,0,0</u>
---	------------	--------------------	----------------------

F	<u>1,8</u>	<u>5,8,7,2,6,0</u>	<u>4,6,0,5,1,2,0</u>
---	------------	--------------------	----------------------

G	<u> </u>	<u> </u>	<u> </u>
---	-----------	-----------	-----------

H	<u> </u>	<u> </u>	<u> </u>
---	-----------	-----------	-----------

Verbal boundary description and justification

See boundary description in section 7 and overall maps for multiple resource area and in appropriate sections and maps for component forms.

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

state	NA	code	county	code
-------	----	------	--------	------

state	NA	code	county	code
-------	----	------	--------	------

11. Form Prepared By

name/title Neil Larson - See also continuation sheet

organization NYS Office of Parks, Recreation and Historic Preservation date November 1986

street & number _____ telephone 518-474-0479

city or town Albany state New York

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 National Park Service.

State Historic Preservation Officer signature Julia A. [Signature]

title Deputy Commissioner for Historic Preservation date 1/5/87

For NPS use only

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

Patrick Andrew date 2/27/87

Keeper of the National Register

Attest: _____ date _____

Chief of Registration

**United States Department of the Interior
National Park Service**

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

New Hamburg Multiple Resource Area, New Hamburg, NY
Continuation sheet Dutchess County Item number 9

For NPS use only

received

date entered

Page 1

Gray, O.W. and Son, and F.A. Davis. Illustrated Atlas of Dutchess County, New York. Reading, PA: H.L. Kochersperger, 1876.

Lossing, Benson. The Hudson, From Wilderness to the Sea. New York, 1868.

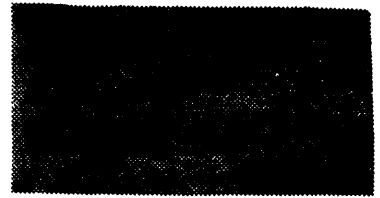
Smith, James H. History of Dutchess County, 1683 to 1882. Syracuse: D. Mason and Co., 1882.

Verplanck, William E. and Moses W. Collyer. The Sloops of the Hudson. New York: G.P. Putnam's Sons, 1908.

**United States Department of the Interior
National Park Service**

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

New Hamburg Multiple Resource Area, New Hamburg, NY
Continuation sheet Dutchess County **Item number** 11



Page 2

The research for this nomination and the survey that preceded it was conducted by field consultants contracted to Scenic Hudson, Inc. of Poughkeepsie, New York, notably John Clarke of Poughkeepsie and Jane Carpenter Kellar of Kingston. Ms. Kellar compiled preliminary data. Mr. Clarke prepared expanded inventory forms on significant properties and formulated working drafts for nomination narratives. Photography was done by John Clarke and State Historic Preservation Office staff. Negatives are repositied both at Scenic Hudson, Inc. and the Division for Historic Preservation in Albany.