

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the *Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources in the Hamlet of Warrensburgh

B. Associated Historic Contexts

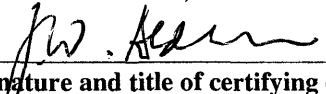
1. Development of Transportation c.1800-present.
2. Social, Civic, Educational and Religious Development c.1796-present.
3. Community Planning and Development c.1790-present.
4. Industry and Manufacturing c.1790-1980.
5. Recreation and Tourism 1870-present.

C. Form Prepared by

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D. Certification

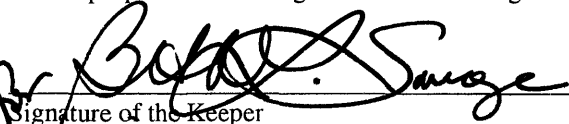
As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR part 60 and the secretary of Interior's Standards and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments)

 Deputy Commissioner for Historic Preservation 19 October '00
 Signature and title of certifying official

Date

New York State Office of Parks, Recreation and Historic Preservation
 State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

 Signature of the Keeper 5/14/01 Date of Action

Historic and Architectural Resources in the Hamlet of Warrensburgh
Name of Multiple Property Listing

New York
State

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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Primary location of additional data:

- ☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local Government
☐ University
☐ Other:

Name of Repository:

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 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 120 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, D.C. 20013-7127 and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, D.C. 20503.

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E. Statement of Historic Contexts

- 1. Transportation Development, c.1800 – present**
- 2. Social, Civic, Educational and Religious Development, c.1796 – present**
- 3. Community Planning and Development, c.1790 – present**
- 4. Industry and Manufacturing Development, c.1790 – 1980**
- 5. Recreation and Tourism Development, 1870 – present**

(Note: resources included in this multiple property submission as part of the Hamlet of Warrensburgh Historic District are highlighted in bold)

Historic Overview

Geography

The hamlet of Warrensburgh is located in the town of Warrensburgh, in the central southeastern section of Warren County, five miles northwest of Lake George, 156 miles south of Montreal and 216 miles north of New York City. The town is bounded on the north by Chester, on the east by Caldwell and Bolton, on the south by Luzerne, and on the west by Thurman, Stony Creek, and a small part of Saratoga County. The Schroom River, a tributary of the Hudson River, demarcates the northeast boundary of the township. Flowing southerly for some distance and then turning abruptly from a southerly to a westerly course, the Schroom River divides the town into two nearly equal parts. It then flows into the Hudson River, which runs along the entire western boundary of the town.

The hamlet of Warrensburgh lies in a narrow valley to the north and south of the Schroom River, the hamlet's principal water resource. Echo Lake is also contained within the boundaries of the survey area, located to the east of Hudson Street. The topography of the approximately three and one-half square mile survey area contained within the hamlet of Warrensburgh, is relatively flat, with an elevation of 700 to 789 feet above sea level. This is due to its location on the flood plain of the Schroom River. To the north and south of the Schroom River flood plain, and bordering the hamlet, are mountains ranging from three to six hundred feet in elevation. On the north side of the Hamlet is Hackensack Mountain, rising to approximately 550 feet. On the east and southeast sides of the hamlet are Truesdale and Harrington Hills. To the south is Putney Hill. Because it is part of the glaciated Adirondack Highlands physiographic province, the soils overlying Pre-Cambrian metamorphic bedrock consist of loamy sand formed on former glacial outwash plains. This soil is best suited for recreational uses and is only moderately suited for crop cultivation because of low fertility and droughtiness.

Prehistory

The earliest indication of man in the Northeastern United States followed the most recent retreat of glacial ice. Fluted projectile points, which are indicative of the Paleoindian stage (c. pre-8000 B.C.), occur along the Hudson River and in the Lake George-Lake Champlain region. Although no Paleoindian indications are known from Warren County, the distribution of such remains north of the lakes and south along the Hudson River makes it seem likely that this lack does not reflect a true lack of habitation. The find of a fossil mammoth in southeast Warren County shows that the large game favored by Paleoindian hunters was present in the area.

Following the Paleoindian period, New York State was occupied by people collectively known as the "Archaic" (c. 8000-1000 B.C.). These cultures were dependent on hunting, fishing, and gathering of wild foods for subsistence. They did not use pottery. Ecologically, the area had changed from a park-tundra supporting large herds of mammoth and caribou, to a mixed deciduous-coniferous forest, which was capable of supporting deer during Archaic and later times. The earliest Archaic remains in the upper Hudson-Lake George region are of Laurentian dates, c. 3300-2000 B.C. From the end of the Archaic or "Transitional" period (c. 1500-1000 B.C.), numerous small camps, as well as large, probably recurrently occupied stations on high, sandy, river terraces, are known in the Hudson Valley.

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The period following the Transitional Period and continuing until the time of European contact, is referred to as the Woodland Stage (c. 1000 B.C. - 1500 A.D.). In New York State, this stage is marked by the first significant use of pottery, clay-smoking pipes making their first appearance, as well as developed burial complexes. Scant evidence from the Early Woodland period suggests that subsistence was still primarily based upon hunting, fishing, and gathering, but cultivated plants made their first appearance during this period. Early Woodland remains have been found in the lower Hudson Valley, but not in the Upper Hudson River Valley.

Important regional, Middle Woodland manifestations have been detected around Lake George in the form of pottery, triangular projectile points and food remains. These indicate that hunting and gathering were the primary subsistence activities. The Late Woodland period, which begins about 1000 A.D. is distinguished by a dependence on agriculture for subsistence and the growth of permanent settled villages often surrounded by palisades. The Iroquois occupation in the area is represented by camps established after 1000 A.D. The major route north lay along the Hudson River to Lake George and it is likely that the Mohawk in this area used the route for hunting and raids before European contact, as they were known to have used it afterward. (Pratt)

At Warrensburgh, the presence of the Schroon River would have presented attractive locations for prehistoric occupation. (Sopko) Native American artifacts were common to the area, since indigenous peoples used routes from Crane Mountain and the Sacandaga River basin to reach Lake George. Warren County was thus mainly a land of passage for the Indians, characterized by many camps and few villages. (Fisher)

Early European Presence

European settlement of the region came, not north up the Hudson, but south, from French Canada. In 1609, Samuel de Champlain journeyed from the St. Lawrence River to Lake Champlain. The Indians guiding Champlain told him that the west side of the lake was uninhabited, but that the east side was in Iroquois domain.

"The Indians told me it was there we were to go to meet their enemies, and that they were thickly inhabited, and that we must pass by a waterfall which I afterwards saw, and thence enter another lake three or four leagues long, and having arrived at its head, there were four leagues overland to be traveled to pass a river, and that they were only two days going there in their canoes."

Although this description is the first known of the Lake George-Hudson portage, Champlain did not actually follow this route or see the second lake. That was left to a French Jesuit named Isaac Jogues. Captured and tortured by Mohawks while on his way along the same route in 1642, Jogues escaped in 1643. He returned in 1646, saw the lake and named it Lac du St. Sacrament. In that same year he was killed by the Mohawks, to whom he had returned.

Although during this period Dutch settlement on the Hudson River reached only to Albany (Fort Orange) and Schenectady (Corlearsville), the Dutch and French nevertheless made contact through the Lake George area. The Iroquois of New York State, particularly the Mohawk, harried the French in Canada, and when the Dutch seemed unable to restrain the Mohawks, the French determined to do so themselves. In 1664 three forts were built along the Iroquois River: Richilieu, St. Louise and St. Therese. In the winter of 1665-66, de Courcelles led an expedition from Quebec south to attack the Mohawk. The French, after a difficult journey through snow and winter weather, encountered a few Mohawk and learned that the majority of Mohawk and Oneida were away attacking the "Wampum Makers." The French decided to withdraw, feeling that they had had the desired effect of spreading terror among the Indians by reaching their homeland.

The English, who had recently taken over in New York, also reported the campaign. De Courcelles, misguided by his scouts, missed the Mohawk castles, and ended up meeting a Mohawk force near Schenectady. There, he was offered aid by the English, which he accepted. Perhaps wishing to preclude desertion, he retreated, a circumstance that the English reportedly felt the Mohawks would interpret as a weakness. The letters following this invasion exchanged by deTracy and Gov. Nichols, while polite, show that the tension between England and France, which would soon break out in open warfare, already existed. The

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French expressed surprise at the English takeover, while acknowledging their past friendly relations with the Dutch. It is clear from the letters that the balance of power was badly disturbed.

The first major English move into the disputed Lake George area came in 1709, when Colonel Francis Nicholson led an expedition north from Albany along the Hudson River, as part of a planned multi-army attack. Due to poor leadership, none of the other advances was made, and Nicholson had to beat a hasty retreat to Albany. Nicholson established forts at Saratoga, Ft. Nicholson at the site of Ft. Edward, and Ft. Ann on Wood Creek. A second campaign was undertaken in 1711, and Nicholson again marched patiently up to Wood Creek to await word that the fleet under Admiral Sir Hovendon Walker was at Quebec. Walker also failed and Nicholson, once again, retreated to Albany.

A lull ensued in the course of the French and Indian Wars which lasted until 1745. In the meantime, settlement began around the nucleus of Fort Nicholson at the site of Fort Edward. Much of this area had been granted by Gov. Fletcher in 1696 to Rev. Godfridus Dellius of Albany. The grant included a huge tract, estimated to run from Battenkill in Washington County, to Vermont. Subsequent Governor, the Earl of Bellomont, had the grant vacated in 1698 or 1699. However, by that time Dellius had transferred the grant to a successor in the Dutch Reformed Church at Albany, the Rev. John Lydius.

Although the Rev. Lydius died in 1710, his son settled on the grant near old Fort Nicholson, about 1732. A French map of the area, drawn by M. Anger in 1732, shows the "Maison de Lidius" and four other houses at the site of Fort Edward. Lydius later claimed that he settled, not on the authority of the defunct Dellius grant, but on a deed granted in 1732 by the Mohawks and confirmed by Massachusetts Governor Shirley, in gratitude for the services of his father and himself. Nevertheless, it is undeniable that Lydius was established by the 1730's, and had built a substantial stone house referred to in French reports as "Fort Lidius." The historian, H.P. Smith says he "built mills, supplied with water from a wing dam extending from the mainland to the island opposite." While it is uncertain that such a dam was built, in 1754 Martin's raiders burned the fort, the Lydius establishment, several sawmills, building timber, supplies, provisions, and herds of cattle along nearly fifteen leagues of settlement, and took 145 prisoners.

This renewed outbreak of war halted the beginning of all settlement, which had been made, not only by the English, but by the French as well. The area became a battleground once again. In 1755 William Johnson advanced to the site of Fort Nicholson and began building Fort Lyman, a four-sided fort which was soon renamed Fort Edward. At the same time, Fort Ann was repaired and Fort William Henry was constructed at the foot of Lake George. From that point until 1760 a series of campaigns raged north and south along the Hudson River and Lakes George and Champlain.

In 1757, General Montcalm captured and burned Fort William Henry. Fort Edward at this point functioned as a hospital site. In 1759, General Howe was killed and Jeffery Lord Amherst took command, strengthening the existing forts and establishing Fort George at the site of the former Fort William Henry. Amherst succeeded in taking Fort Ticonderoga from the French and, in 1769, French surrender finally brought a close to the war. (Pratt)

As a result of these hostilities, all traces of earlier settlement were erased. Only the forts and their roads and clearings remained to show that the area had witnessed prior European occupation. Due to the ongoing fighting, which began between Native American groups and continued with the French and English, settlement in the area beyond Glens Falls on the Hudson was not early. Edward and Ebenezer Jessup obtained a patent in 1767, which covered the modern area of Luzerne. An early settlement was supposed to have been made around 1770 on land leased from these patentees. No trace of this pre-Revolutionary settlement remained after the war, however, and Jessup forfeited his lands due to his loyalist sympathies.

Post-Revolutionary Settlement

Following the Revolution, which also exerted a disruptive effect on other settlements in the Adirondack region, Richard Hilton settled at Hadley, across the Hudson River from Lake Luzerne. This settlement was made in 1788 and, in 1790, was joined by

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Alexander Stewart, Elijah Ellis, and Henry Walker. A sawmill was installed on the Hadley site in 1791 by Delane and Hazard and by 1792, Luzerne was separated from Queensbury, as "Fairfield." It was officially renamed Luzerne in 1808.

Around the same time, settlement began in the area that is now Warrensburgh, an area that had not experienced any permanent pre-Revolutionary settlement. Like Luzerne, the region that comprises the Town of Warrensburgh was originally part of the Queensbury patent. The first settlers on the Warrensburgh tract of the Queensbury patent were mostly veterans of the Revolution who received land grants in this area of New York State for their services during the war. The first settlers included William Bond, who settled at Bond's Pond (Echo Lake) in 1786. His deed, dated 1784, indicates that he was paid 325 pounds for a tract of 7,500 acres. Other early settlers included Joseph Hatch, Duncan Hutchinson, Gideon and Stokes Potter, Josiah Woodward (who arrived from Connecticut in 1787), Peletiah Richards, James Warren, John Heffron, Kitchel Bishop and Dr. McLaren, all of whom settled in the area during the late-18th and very early-19th century.

The first activity of these settlers revolved around subsistence agriculture, sawmilling and potash manufacturing. Small farms appeared on land adjacent to the Schroon and Hudson Rivers, and the only structures in the Hamlet were a tavern and store on the site of the Warren House (near the present intersection of Main and Water Streets), built by James Pitt in 1789. During the earliest years of settlement, Warrensburgh was called "The Bridge" because it was the site of the only bridge crossing of the Schroon River in Warren County. In this way, beginning with Native American presence in the area, the site, which became known as Warrensburgh, continued to have significance as part of an important regional travel route.

An early settler, Joseph Hutchinson, soon had a gristmill in Warrensburgh. In 1796, the first church, Methodist Episcopal, was established and church meetings were held in an early schoolhouse, constructed in 1800 in the upper part of the village. The Mixer Blacksmith Shop was constructed on Main Street as early as 1790. The Pitts tavern passed first to James Duell in 1801, and to James Warren in 1804. According to town tradition, Warrensburgh was named after this early resident. In addition to an inn, Warren ran an early store and later a potash factory. In 1806, the Warren House became the site of the first post office, with Kitchell Bishop as postmaster. Although Warren drowned in 1811, his widow continued to run the inn.

Early Nineteenth Century Development

Warren County was formed in 1813 from the western portion of Washington County and from the town of Thurman. The Warren House was used as the site of the first town meeting.

"At this meeting the sum of fifty dollars was voted for the support of the poor; ten dollars was offered as bounty for each wolf killed within the town limits; and, at the next meeting, a resolution was passed that a fine of five dollars be levied upon every man who should neglect to destroy the Tory weed on his own farm and in the highway opposite his farm." (Smith)

During the first quarter of the nineteenth century, settlers were engaged in the ongoing tasks associated with transforming the Adirondack wilderness into habitable territory.

"Roads were in constant process of construction, alteration and repair, bridges were built and rebuilt, and schoolhouses were erected. During the winters the farmers turned their attention to lumbering and the pine forests that mantled the earth were gradually felled and converted into lumber." (Smith)

The prosperity of early industries such as lumbering and tanning, established during the first two decades of permanent settlement, continued to inspire residential and commercial development of the Hamlet well into the latter part of the nineteenth century. By 1836, Warrensburgh contained a Methodist and a Presbyterian church, two taverns, five stores, a large tannery, a gristmill, two sawmills, a carding and cloth-dressing works and about fifty dwellings, "mostly of recent construction." (Gordon) By 1861, the hamlet had grown to include approximately seven hundred inhabitants, with ten stores, the original two taverns, a tin and stove establishment, two tailors, four boot and shoe stores, two saddle and harness makers, two wagon and sleigh makers, two

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cabinet shops, a sash and blind factory, three physicians, two lawyers, the two churches previously established, two district schools and a flourishing academy. (Warrensburgh-Lake George News)

Mid-Nineteenth Century Expansion

Buoyed by the advent of rail transportation to the region, the Hamlet of Warrensburgh continued to grow and prosper. The Adirondack branch of the New York Central Railroad, completed to Thurman Station in 1869, allowed shipment of lumber and other products south to Albany, Troy and the New York City markets. During the late-nineteenth century, the capacity of the Warrensburgh mills reached 15,000 trees or three million board feet of lumber per year. Several other industries were established during this period, inspired by improvements in transportation. Reflecting the expansion of local industry, vernacular, wood frame, company-built, workers' housing characterized much of the residential development which took place during the mid-to-late-nineteenth century along the south side of the Schroon River. Extant industrial buildings and storehouses continue to reflect the central role mills and manufactories played in the historic development of the hamlet.

Late-Nineteenth Century Community Development

Industrial development and prosperity during the mid-to-late nineteenth century is reflected in many substantial homes built during this period on the north side of the Schroon River, a location chosen by many of Warrensburgh's prominent industrialists, businessmen and professionals. Exhibiting more high style renderings of the popular architectural designs of the day - such as Greek Revival, Italianate and Queen Anne - many of these homes are in contrast to the more modest, vernacular, wood frame workers' houses which lie to the south of the River near the sites of mills and manufactories. Commercial activity in the hamlet also increased, with new stores and businesses locating along Main Street in proximity to distinctive homes, hotels and the community's churches. By 1880, Main Street contained fifty-five residential dwellings, nineteen commercial structures, two hotels and three churches. (Adams)

The Advent of Tourism

A third economic activity at Warrensburgh - tourism - was inspired by the community's location on a main north-south artery - State Route 9. In 1849, a plank road was built to join Warrensburgh and the Glens Falls area. In 1850, the plank road continued to Chestertown along the alignment of modern Route 9. The improved roads made stage travel possible and by 1856 stages were regularly carrying passengers from Glens Falls to Warrensburgh. With construction of the rail line, tourists began making their way to this Adirondack community by train.

During the latter part of the nineteenth century, tourism emerged as a principal component of the local economy, with a noticeable increase in jobs catering to the tourist industry. Farmhouses and other large residences were converted into boarding houses and local hotels did a high volume in business. By the turn of the century, Warrensburgh's hostelrys included the Adirondack Hotel, the Warren House, the Grand Army House, and the Riverside House. In the northwest corner of the hamlet, Echo Lake and the Warrensburgh Fair Grounds made this area of Warrensburgh a focus for tourist and recreational activities. The former Fairgrounds, located on a 105-acre plot owned during the nineteenth century by E.G. Hall, supported the local economy by attracting tourists, visitors and village residents to its agricultural events.

The Twentieth Century

The hamlet of Warrensburgh continued to prosper and grow during the first decades of the twentieth century, with economic stability reflected in late nineteenth and early twentieth century residential development of areas on both sides of the Schroon River. However, during the 1930's, the demise of many of the sawmills and factories located on the Schroon River occurred because of the economic conditions associated with the Great Depression. By 1963, the remaining mills and factories still in operation included the Clothing Works, which was operated as a dress factory, the papermill and five sawmills, which included the A.C. Emerson and Company mill. (Pratt) Fortunately, the tourist industry survived due to the ongoing popularity of the Adirondacks as a destination for travelers.

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While few new homes were added to the River Street neighborhood after 1910, a number of substantial homes were constructed on the north side of the river in the Elm and Hudson Street neighborhoods. Pockets of small camps and summer cottages made their appearance on Hudson Street, Grand Avenue, Library Avenue, Prospect Street, and Marion Avenue. Many of these have been winterized and now function as year-round residences. Reflecting the emergence of rural, summer camps for children, Camp Echo Lake was established during the first half of this century in the vicinity of the former fairgrounds, while the Echo Lake Beach and Recreation Area continues to serve community recreational purposes.

Social, educational, and religious opportunity in the community was reflected in the construction of the **Richards Library** in 1900; the new Warrensburgh High School in 1899; and the **Floyd Bennett Bandstand** in 1930-31, which provided a venue for the traditional concert-in-the-park. A modern brick firehouse was constructed in 1934 to serve the community. In a newspaper advertisement, dated c. 1907, Warrensburgh is touted as the "Best town of its size in the Empire State...with a large and excellent high school, six hotels, streets lighted by water-power electricity, an excellent sewer system, an excellent lodge, club rooms and public hall...making it one of the most popular resorts in the Adirondacks." (Fisher)

Today, tourism remains as an important source of revenue in the Lake George region while the resurgence of the logging industry revolves around the paper mills in the Glens Falls area. This prosperity is reflected in the large number of businesses that are still in operation along Main Street, as well as in the well-kept properties that line many of the hamlet's residential avenues. While portions of the Main Street area have suffered a loss of historic and architectural integrity due to modern commercial development, there are still intact individual and clusters of residential and commercial properties that reflect the hamlet's nineteenth and early-twentieth century evolution. Residential streets on both sides of the Schroon River contain many intact residential properties, reflecting all periods of development and architectural influence. Because they range from vernacular to more high-style examples, these homes continue to reflect the historic character and association of their respective neighborhoods.

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1. Transportation Development
c.1800-present

Warrensburgh's development was inspired both by the dependable waterpower resources of the Schroon River, as well as because the burgeoning community lay along a well worn north-south travel route. This route, which later became designated U.S. Route 9, connecting New York City and Montreal - held importance throughout pre-European and early permanent white settlement of the region. Indicating its significance in regards to early travel, Warrensburgh during the nineteenth century was referred to as "The Bridge," since it represented the site of the only bridge crossing in that section of the county. This first bridge, located at the southern edge of the hamlet, and later a part of Route 9, facilitated crossing of the Schroon River, with the steady stream of commercial goods and passengers promoting all aspects of community development.

During the first half of the nineteenth century, as the land was cleared and the lumber industry developed, local residents devoted much time to establishing pathways throughout the wilderness. As the historian, H.P. Smith, described in 1885, "The roads (from Warrensburgh to the neighboring towns of) Chester, Thurman, Caldwell and Bolton were all in a rude state at the beginning of the (nineteenth) century. They were scarcely traversable except by persons on foot or horseback, being full of stumps and insurmountable rocks." As industry developed, however, the commercial interests of Warrensburgh's mill owners prompted these local industrialists to invest in major improvements to the road system.

In 1849, the efforts of four of Warrensburgh's prominent businessmen - Thomas Gray, Peletiah Richards, Joseph Woodward and Benjamin Burhans - resulted in the laying of a Plank Road from Lake George to Warrensburgh, a continuation of the road connecting Lake George and Glens Falls. Ten years later, in 1859, Mr. Richards and Mr. Gray were instrumental in the extension of the plank road to Chester through the organization of the Warrensburgh-Chester Plank Road and Turnpike Company.

In 1869, the Adirondack Company railroad line was extended through the adjacent town of Thurman to North Creek. The rail company's name was changed in 1883 to the Delaware and Hudson Railroad Company. Four stage lines led in and out of Warrensburgh, connecting the hamlet with Glens Falls, Chester, Lake George and Thurman. As H.P. Smith described,

"When the railroad was opened an additional impetus was given to business by reason of the increase it created in the shipping facilities of the place. Before the road was built all the exports had to be drawn with teams a distance of fifteen miles to Glens Falls and thence shipped via the feeder to their destination. As (the mill owner) Mr. A.C. Emerson expressively says, 'Many think that the road takes travelers by, but probably no resident of Warrensburgh would like to see it torn up.'"

Rail service directly to the hamlet was established during the early years of the twentieth century and took two forms: an electric trolley and freight railroad service. In 1902, shortly following the advent of electricity in the hamlet, an electric trolley line, whose alignment coincided with Main Street (Route 9) was established at Warrensburgh under the auspices of the Hudson Valley Railway Company. The trolley line, which was operated between 1902 and 1929 between Warrensburgh and Glens Falls, was served by a new bridge that spanned the Schroon River parallel to the Plank Road Bridge. Although the bridge and trolley have since been removed, recent Department of Transportation excavation along Main Street in the vicinity of the Floyd Bennett Bandstand has revealed evidence of the trolley tracks, as well as evidence of brick road construction and the original plank road.

In 1905, the Delaware and Hudson Freight Switch was constructed, leading from Thurman to the Warrensburgh mill district, and running parallel to Route 418. This freight switch served the various mills and factories located in proximity to the Schroon River and represented a major improvement in the accessibility of rail transportation to Warrensburgh industry. Local products manufactured at the Emerson Shirt Factory, the Warrensburgh Pants Factory, the Gristmill owned by F. Smith and the Emerson Sawmill were transported by rail to market. Resources such as coal, although not produced locally, were required by Warrensburgh industry. Rail transportation facilitated the importing of coal and other supplies, which were stored in sheds and

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hoppers bordering the terminus of the freight switch. Freight rail service ceased in 1981-2, with the tracks being removed in 1983.

By the second decade of the twentieth century, a new form of public and private conveyance - the automobile - facilitated local travel while also making the Adirondack Region far more accessible to tourists. Brick, concrete and asphalt slowly began to replace dirt and plank as highway construction materials and highway maintenance developed as an important component in transportation improvement. Commercial garages and gas stations began to appear along the hamlet's principal commercial avenues, while older buildings, such as the **Woodward Block**, were converted to house businesses that served aspects of automobile trade and service.

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**2. Social, Civic, Educational
and Religious Development
c.1796-present**

During the first years of permanent settlement of Warrensburgh, the community was small, requiring that the various inhabitants - and early buildings - serve a number of functions, including those related to the social, political, educational and religious development of the village. For example, one of the earliest buildings in the hamlet, the Warren House (no longer extant), served as a tavern, post office and residence, as well as the site of the first Warrensburgh town meeting, held on April 4, 1813.

Settlers began to establish local ordinances and were elected to a variety of posts, which included: supervisor, town clerk, commissioner of highways, fence viewer, and overseer of the poor. As the historian, H.P. Smith described,

"At (the first town) meeting a sum of fifty dollars was voted for the support of the poor...and ten dollars was offered as a bounty for each wolf killed within the town limits; at the next meeting the wolf bounty was raised to fifteen dollars and five dollars was levied upon every man who should neglect to destroy the Tory weed on his own farm and in the highway opposite his farm."

As well, the educational needs of the community's children were addressed and religious practice emerged as a focal point for village life.

In describing the early emphasis on education, the historian Winslow Watson observed that,

"Wherever I have succeeded in tracing the history of early settlement, I almost universally have found one prominent feature developed, and which most strongly marks the character and descent of the people. The first impulse, and almost instinct of the settlers, even when their cabins were scattered over a wide area of several miles, seems to have been to secure the construction of a schoolhouse."

The historian, H.P. Smith wrote that,

"In the upper part of the present village of Warrensburgh (Hudson and upper Main Street area), there was, in 1800, but one building, an old schoolhouse. Being the only school within a circle of a number of miles, it was well attended....As is usual in the early history of all the towns in the State, the first religious meetings were held in the schoolhouse."the schools of this period were a sort of community school without much organization. Attendance at Warrensburgh's earliest district schools was usually quite large, numbering often as many as sixty or seventy pupils."

Although the district school system at Warrensburgh operated throughout the nineteenth century, the Warrensburgh Academy, constructed on Stewart Farrar Street (earlier called School Street) in 1854, provided a private school education for young men. It was established by a number of Warrensburgh's prominent local citizens, including Stephen Griffin, Thomas Gray and F.O. Burhans. In 1899, the Warrensburgh Union Free School replaced the earlier Academy building, providing a centrally located educational facility that was attended by students from throughout the hamlet regardless of their ability to pay. Reflective of national trends, and as a further and final step towards centralization, the **Warrensburgh Central School** was constructed on James Street in 1942 in response to increased enrollment and the local support of completely centralized education.

As was the case for private education during the nineteenth century, prominent local citizens were also responsible for providing civic and social amenities such as the **Richards Library**, which was a gift to the town by Mary and Clara Richards, descendants of Colonel Burhans and Peletiah Richards, important early industrialists.

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Religious worship has been an important aspect of community life since the earliest years of permanent settlement at Warrensburgh. Many of Warrensburgh's most longstanding religious groups were established during the early to mid-nineteenth century. By 1796, a Methodist Church was organized, with religious meetings taking place in the "upper village" schoolhouse. The Presbyterian Church was organized in 1804; shortly after 1830, the Athol Presbyterian Society combined with that of Warrensburgh. The Baptist Church was organized in 1807. The first services conducted for the newly formed Episcopal parish of the Holy Cross of Warrensburgh took place at the Presbyterian Church in 1861. In 1864, construction was undertaken for a separate house of worship. In 1874, the first Catholic Church was instituted at Warrensburgh. It was organized through the efforts of Rev. James Kelly, a pioneer clergyman who traveled throughout most of northern Warren County, establishing churches in several parishes.

The last one hundred years have witnessed the establishment of five additional church groups - and accompanying church buildings - at Warrensburgh. These groups are represented by religious properties located on both sides of the Schroon River. The Free Methodist Church was organized in 1880 in association with groups from other communities. The Pentecostal Holiness Association was organized prior to 1924, with a worship center being constructed on Smith Street. The Missionary Alliance Church was organized in 1915. More recent religious groups in Warrensburgh include the Assembly of God Church and the Faith Baptist Church.

Fraternal organizations flourished throughout the United States during the eighteenth, nineteenth and early twentieth centuries. Between the years 1729 and 1840, Masonic Lodges were created in different parts of America and provincial chapters were granted by the Grand Lodge of England. The Independent Order of Oddfellows (I.O.O.F.) also became a far-reaching, fraternal organization that gained widespread popularity during the nineteenth century. The Warrensburgh Masonic Lodge #425 dates to 1857, prior to which it had been part of the Clinton Lodge beginning in 1826. The Warrensburgh Lodge I.O.O.F. #488 was established in 1881.

As has been the case for other communities, civic amenities and facilities at Warrensburgh have improved and expanded over the years. These have included the local post office, fire department, public works department and town hall. The Warrensburgh Post Office, established by Kitchell Bishop in 1806, was initially housed at the Warren House. While town meetings were originally held at the Warren House, community expansion and development through the nineteenth and early-twentieth centuries resulted in the establishment of a separate building for the purpose of town meetings, as well as for the post office. Fire department and public works buildings also became important features of the community, characterizing the improved facilities typically appearing in communities during the late nineteenth and early twentieth centuries.

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**3. Community Planning and Development
c.1790-present**

During the last decades of the eighteenth century, early settlement at what would become known as Warrensburgh was inspired by the combination of readily available water power; plentiful timber resources; level, arable land; and the hamlet's location on a principal north-south travel route. As settlement became established during the first decades of the nineteenth century, various industries such as tanning, textile manufacture, gristmilling and lumbering emerged as the backbone of the local economy, thus resulting in commercial and residential development on both sides of the Schroon River.

Earliest permanent settlement dates from 1786. The corner of Water and Main Streets, just north of the area's first bridge crossing, was an early hub for commercial and community focus in what was still an area of almost unbroken wilderness. Early landmarks were the c.1790 Mixer Blacksmith Shop (extant) and the Warren House (no longer extant), which originally functioned as a hotel, a store and the fledgling community's first post office. From this modest beginning, the first half of the nineteenth century witnessed a tremendous increase in industry and manufacturing at Warrensburgh with an accompanying trend in residential and commercial development on both sides of the Schroon River.

Early-nineteenth century development along Main Street illustrates that this neighborhood became home to the community's more wealthy early residents, while the workers' housing on Burhans Avenue and the southern part of Elm Street represents the few examples of this type of early to mid-nineteenth century residential development found north of the Schroon River. Numerous similar buildings which functioned as workers' dwellings are, however, found south of the Schroon River along River Street, in close proximity to the various mills and manufactories which were once active in this vicinity.

Between 1860 and 1900, commercial and residential development in the hamlet of Warrensburgh was buoyed by expanding local industry, the advent of rail transportation to the region, and the emergence of tourism. Residential properties which date from this period typically reflect the predominating stylistic influences of the day while more modest, vernacular commercial buildings can be found along Main, lower Hudson and River streets.

Significant development of the upper village was undertaken during the latter decades of the nineteenth century as tourism and second home development began to economically supplement Warrensburgh's industrial base. During the late-nineteenth century, advances in transportation prompted industrial expansion and modernization, which, in turn, inspired a new wave of community development as evident in widespread residential and commercial construction from this period. The twentieth century has continued to witness growth and expansion in the form of new residential and commercial properties, with the advent of the tourist industry replacing manufacturing and milling as a principal source of economic support.

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**4. Industry and Manufacturing Development
c.1790-1980**

During the earliest years of permanent settlement at Warrensburgh, much effort was devoted to clearing the land, whereby subsistence agriculture was made possible. The accompanying industrial activity of this period revolved around lumbering and gristmilling, with the Schroon River providing the required waterpower for the hamlet's first sawmills. With a plentiful supply of timber, combined with the dependable waterpower of the Schroon, lumbering emerged as a source of considerable income for Warrensburgh's early settlers, thus providing the economic backbone of the town during the initial stages of settlement.

"During the period between 1810 and 1820 lumbering became quite a prominent industry. The surface of this town not only, but of the whole county, being covered with forests of splendid pine, the demand for which gave a great impetus to the hitherto unaroused activities of the region. The logs were brought to the mills from the surrounding country - large quantities floated down the Schroon River, with pine logs then worth twenty-five cents." (Smith)

In this way, inspired by the dependable waterpower of the Schroon River, milling became the hamlet's predominant early industry. In 1806, Dr. Harmon Hoffman built an early sawmill, which continued to function through 1963, making it one of the most enduring of this nation's water-powered sawmills.

The extensive forest resources of the region gave rise to a second type of industry in Warren County - tanning. The process originally required hemlock bark, which was used to tan leather. The forests around Warrensburgh were thick with hemlock and around 1810 or 1812, Kitchell Bishop, the Warrensburgh postmaster, opened the first tannery. In addition to the lumber and gristmill industries, the tannery business became a large establishment under the direction of prominent local industrialist, B.P. Burhans. Burhans opened a second tannery, and as early as 1832 sole leather was being produced in Warrensburgh.

By 1876, B.P. Burhans and A.C. Emerson had expanded their operations, buying out their partners and adding to their holdings by purchasing previously established industrial operations such as the Hoffman gristmill. The A.C. Emerson Lumberyard and mill became prominent industrial features on the south side of the Schroon River, while the Burhans Tanneries on the north side of the river dominated the area north of the **Osborne Bridge**. A woolen mill was established to the north of the **Woolen Mill Bridge** and was run after 1885 by Whitby, Emerson and Eldridge. A planing mill and sash factory, as well as a peg factory were also important industries during the latter half of the nineteenth century.

Other industries included the Empire Shirt factory, established in 1879, which manufactured 25,000 dozen shirts per year and employed 100 hands. J.P. Baumann and Son, established in 1890, manufactured ladies shirtwaists and robes at the capacity of 500 dozen waists and 200 dozen night robes daily, employing upwards of 800 hands. Wyman Flint's peg factory, begun in 1882, produced 20 barrels of pegs daily, employing 43 hands. Other industries included the, S. Pasco and Bro. Planing Mill and Sash Factory (1881), the Woolen Mill (1873), and the clothing works of Whitby, Emerson and Eldridge (1885). (Adams)

During the 1930's, the demise of many of the sawmills and factories located on the Schroon River was due to the economic conditions associated with the Great Depression. Although the Clothing Works, which was operated as a dress factory, the papermill and five sawmills, which included the A.C. Emerson and Company mill continued to be in operation during the 1960's, none of these mills are in operation today.

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5. Recreation and Tourism Development
1870-present

The natural attributes of the Warrensburgh area - lakes, rivers, mountains, wildlife and forests - attracted settlers and allowed for the development of local industry, which in turn supported growth during the community's earliest period of expansion. While recreation and tourism would emerge as a major industry during the latter part of the nineteenth century, local hostelrys were central to community life even during the first years of permanent settlement at Warrensburgh.

The Warren House (no longer extant) was built and first used as a tavern by James Pitts in 1789. It accommodated travelers and early settlers in the area, providing necessary accommodations and a focus for social activity in the sparsely populated region. It passed to James Warren in 1804 and continued to operate for many years. In 1876 the historian, H.P. Smith, observed that the hotel "has been thoroughly renovated, remodeled and repaired, making it a most commodious and comfortable resting place for tourists and travelers of every name and nature. The house can conveniently accommodate forty guests."

By the final decades of the nineteenth century, Warrensburgh, like many Adirondack communities, had become a popular destination for those seeking relaxation and recreation amidst natural surroundings, with travelers gaining easier access via rail transportation. In the 1898 Souvenir Edition of the Warrensburgh News, J.W. Adams wrote,

"It is essential that a village with so many natural charms as has Warrensburgh should be provided with good hotel facilities, in order to establish its claim as a summer home for vacation seekers. This essential the village possesses to a marked degree, as no less than four hotels divide the patronage of the summer guests who come in increasing numbers each year to this health-giving Adirondack resort."

With the advent of automobile travel, the natural beauty of North Country communities such as Warrensburgh became even more accessible to summer tourists and vacationers. In addition to seasonal residency and the advent of second home development, the national trend in summer camps for children, teenagers and families is represented by the **Camp Echo Lake** property. Today, recreation and tourism continue to exist as a major component of Warrensburgh's economy. The town's native population expands nearly three-fold (from 4,174 to 11,761) when factoring in the seasonal summer population. A popular recreational resource and attraction continues to be provided by Echo Lake, which is a spring-fed body of water. The Echo Lake Beach and Recreation Area, owned by the town of Warrensburgh has been maintained as a recreational facility by the town since 1935.

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F. Associated Property Types

- 1. Transportation-Related Resources, c.1850-1950**
- 2. Social, Civic, Educational and Religious-Related Resources, 1840-1950**
- 3. Community Planning and Development-Related Resources, c.1790-1950**
- 4. Industry and Manufacturing-Related Resources, c.1824-c.1930**
- 5. Recreation and Tourism-Related Resources, c.1870-c.1950**
- 6. Historic Districts, 1790-1950**

Note: Throughout the discussion of Associated Property Types, properties included in the **Hamlet of Warrensburgh Historic District**, and presented for nomination with this Multiple Property Submission are highlighted in bold. Additionally, all properties discussed are extant unless otherwise noted.

1. Transportation-Related Resources, c.1850-1950

Description

Extant transportation-related resources located in the hamlet of Warrensburgh recall many of the important technological developments, and corresponding historic eras, associated with the evolution of transportation to and from North Country communities. They span a period of nearly one hundred and fifty years - from the early nineteenth century to the present - and include road and railways; carriage barns; livery stables; bridges and wagon and carriage shops. Approximately half of these resources pre-date 1900, while the other approximately 50% were constructed during the present century and includes structures such as the **Osborne Bridge**, which replaced earlier spans.

The original Route 9 bridge (no longer extant) was constructed at the end of the eighteenth century and became known as the Plank Road Bridge. It was owned and maintained by a local company, the Warrensburgh-Lake George Plank Road Company. Although the original wooden span was replaced by a steel structure in the early 1930's, and has received more recent improvements, its site as Warrensburgh's oldest bridge crossing of the Schroon River underlies its historic significance.

By 1858, another bridge had been constructed across the Schroon River, which, like the plank road system, also reflected the commercial interests of Warrensburgh's local industrialists. The **Osborne Bridge**, named for the adjacent property owner, C.W. Osborne, was constructed in close proximity to the tanneries of Benjamin Burhans and the Emerson lumberyards. An earlier truss bridge fabricated of iron was replaced in the 1930's by the present, more substantial and intact, Warren truss, steel structure. The Judd Bridge (no longer extant), also established during the first years of the nineteenth century, was named for S.D. Judd, whose vast tract of hillside farmland was located opposite the south end of the bridge. Presently, there is a c.1997 metal truss bridge at this crossing.

The **Woolen Mill Bridge**, established by 1876, allowed crossing of the Schroon River at the west end of River Street, thus facilitating the conveyance of goods and workers to and from the factory of the Warrensburgh Woolen Company. The present iron span, formerly a railroad or trolley bridge manufactured c.1895 by the Croton Bridge Company, was installed at this location in 1903 and is significant for its design and historic association.

Early transportation-related resources comprised plank and dirt roads, bridges, livery stables, stage offices, carriage shops and carriage barns. Herrick's Carriage Shop, located at **75 River Street**, is an intact extant resource whose historic significance is related to the manufacture of horse-drawn carriages - the principal form of nineteenth century conveyance. Constructed c.1850, this two and one-half story, vernacular, wood frame building was, by 1871, run as a livery stable. By 1893, it housed a wagon-building trade and carriage repair shop.

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While the two Hudson Street livery stables indicated on Chace's 1858 map are no longer extant, numerous private, nineteenth century carriage barns are located throughout the hamlet, often reflecting in size and construction the relative class status of the property's original occupants. The large, intact, late-nineteenth century carriage barn at 203 Main Street indicates the wealth and prosperity enjoyed by the original occupants of the Bonnie Brae Villa which once existed alongside it, but which is no longer extant. Numerous, smaller and more vernacular, wood frame carriage barns, exhibiting varying degrees of intactness, can be found throughout the hamlet. Many of these have been modified over the years to accommodate privately owned automobiles.

A c.1900, two-story, rectangular commercial building, constructed of stucco over brick and located near the intersection of Hudson and Main Streets, is historically significant for housing the office and waiting room of the Hudson Valley Railway trolley service. This office represented the northern terminus of the Hudson Valley Railroad trolley facility. Directly to the north of the office on Main Street was originally located the Delaware and Hudson Railroad company's freight station (no longer extant); a short spur of the trolley line led east from Main Street between the waiting room and the freight office and freight station.

In 1905, the Delaware and Hudson Freight Switch was constructed, leading from Thurman to the Warrensburgh mill district, and running parallel to Route 418. This freight switch served the various mills and factories located in proximity to the Schroon River and represented a major improvement in the accessibility of rail transportation to Warrensburgh industry. Early-twentieth century sheds, located adjacent to the terminus of the former rail line also provided storage space for equipment and supplies related to rail transportation. Freight rail service ceased in 1981-2, with the tracks being removed in 1983.

By the second decade of the twentieth century, transportation-related resources at Warrensburgh included those serving a new form of public and private conveyance: the automobile. By 1924, resources at Warrensburgh included a town highway storehouse on King Street, now the Town of Warrensburgh Highway Department - an intact and representative example of a concrete block garage with rough-coarsed, stone facade and original multi-paned, casement windows. Another garage - the Warren County Garage on Adirondack Avenue between Main and King Streets - is no longer extant. Kenyon's Garage, located on River Street is an example of a c.1920, wood frame garage building which is less intact due to exterior cladding and door and window changes. An imposing, c.1940 Streamline Moderne garage at the north end of Main Street currently serves the Warren County Department of Public Works, with more recently constructed New York State Department of Transportation offices located directly across the street.

Commercial garages, such as those housed in the c.1950 building on Main Street between Hudson Street and First Avenue, began to appear along the hamlet's principal commercial avenues. Older buildings, such as the **Woodward Block**, presently house businesses that serve aspects of automobile trade and service. More recent additions to Main Street include a variety of contemporary buildings and structures, c.1960-present, associated with the hamlet's new and used car dealerships and numerous gas stations. At private homes, former carriage barns were converted for use in storing automobiles, while residences dating from the first half of the twentieth century, such as one on Hudson Street, began featuring wood framed, garage outbuildings.

Significance

The importance of transportation to the historic and cultural development of the hamlet of Warrensburgh is represented by historically and architecturally significant resources, which span a period of over a century - from the c.1850 to c.1950. The period of significance coincides with the decades following earliest permanent settlement of the Hamlet and terminates in 1950, the 50-year National Register eligibility limit. Extant transportation-related resources are primarily significant under National Register Criterion C. They may also be significant under Criterion A if their association with the advent of all major forms of nineteenth and twentieth century transportation, including travel by stage, rail, trolley and automobile continues to be clearly communicated.'

Architectural significance under National Register Criterion C may be established if they exist as representative examples of building traditions associated with bridge construction, as well as with the construction of other transportation-related resources such as carriage barns, carriage shops, garages and railroads. Taken together, extant resources associated with the historic theme of transportation convey a comprehensive picture of the evolution in transportation-related technology which occurred during the nineteenth and twentieth centuries, and which impacted strongly on the historic development of the hamlet of Warrensburgh.

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Registration Requirements

In order to qualify for nomination, a transportation-related resource must retain integrity of historic association by virtue of its setting, intact form, and integrity of materials. In this way it should clearly recall its period of construction and the associated mode of transportation for which it was constructed. It should retain a substantial degree of stylistic integrity as well as property type integrity. Some alterations such as new windows, window frames, synthetic siding, or in the case of bridges, asphalt paving, should not preclude nomination if the above requirements are fulfilled.

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2. Social, Civic, Educational and Religious-Related Resources, 1840-1950

Description

Extant historic resources in the hamlet of Warrensburgh that gain their significance from the community's social, civic, educational and religious development span a period of more than one hundred and twenty years, reflecting expansion and modernization in all areas of day-to-day life. They include education-related resources such as schools and libraries; civic resources such as fire departments, post offices and town halls; resources related to social activities, such as community halls and the buildings which house fraternal and other social organizations; and resources related to spiritual and religious practice, including churches and cemeteries. Approximately 40% of these resources - most of which are religious buildings, were constructed prior to 1900.

Although the district school system at Warrensburgh operated throughout the nineteenth century, the Warrensburgh Academy, which is no longer extant, was constructed in 1854 on Stewart Farrar Street (earlier called School Street). It provided a private school education for young men and was established by a number of Warrensburgh's prominent local citizens, including Stephen Griffin, Thomas Gray and F.O. Burhans. The building was erected at a cost of \$4,500 and accommodated between seventy-five and one hundred and thirty students who paid tuition to attend. In 1899, the Warrensburgh Union Free School replaced the earlier Academy building, providing a centrally located educational facility, which was attended by students from throughout the Hamlet regardless of their ability to pay. Construction of the high school - a massive stone building - reflected a general shift away from the small, district schools to larger facilities that provided centralized educational opportunity.

As a further and final step towards centralization, the **Warrensburgh Central School** was constructed on James Street in 1942 in response to increased enrollment and the local support of completely centralized education. An intact and distinguished example of mid-twentieth century civic architecture executed in the Georgian Revival style, it is architecturally and historically significant for its associations with the educational and cultural development of the hamlet. It is the most intact, extant historic resource associated with the development of educational opportunities in the hamlet since the Academy and Warrensburgh High School no longer remain.

The **Richards Library**, an intact and notable example of Colonial Revival design, is located at the corner of Elm Street and Library Avenue, and dates from 1900. It was built on the site of the hamlet's first circulating library, established in 1890 by Mary and Clara Richards. Despite changes and additions, the library remains an intact and highly significant architectural and historic resource related to the development of civic and educational opportunity in the hamlet of Warrensburgh - development that was inspired and financed by the community's prominent families.

Religious worship has been an important aspect of community life since the earliest years of permanent settlement at Warrensburgh. This theme is reflected in ten religious edifices which span a period of nearly one hundred and fifty years, and which exhibit varying degrees of architectural integrity and historic significance.

By 1796, a Methodist Church was organized, with religious meetings taking place in the "upper village" schoolhouse. In 1802, settlers erected a small building on the site of the present church at 173 Main Street. In 1840, a second structure, which displayed features of a Greek Revival period meetinghouse, was built to replace this earlier church, and was eventually moved to its present site at 49 King Street, where it was converted for use as a residence.

The present **First Methodist Church** building is a two and one-half story structure dating from 1904. Although it represents the oldest organized church group in the hamlet, its architectural integrity has been compromised due to later twentieth century modifications such as vinyl siding, window replacements on the addition off the north facade, and recent entry porch. A cemetery was once located directly to the north of the building, but was moved prior to 1911. The Methodist Episcopal parsonage, contemporaneous with the 1840 church, was built across Main Street at the corner of Main and Second Avenue. A two-story, vernacular, wood frame residence, it has lost considerable integrity due to extensive, twentieth century modifications.

The Presbyterian Church was organized in 1804. The first church building was erected at Thurman in 1806. Shortly after 1830, the Athol Presbyterian Society combined with that of Warrensburgh, whereupon the present edifice was constructed. The **United**

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Presbyterian Church, located on Stewart Farrar Street, dates from 1840 and was constructed by Joseph Woodward. It is an intact and significant historic and architectural resource reflecting Gothic Revival design with later nineteenth century Queen Anne detailing. The manse, located on the adjacent lot directly east of the church, at the corner of Stewart Farrar and Main Streets, was constructed in 1899 and is an intact and representative example of Queen Anne style residential architecture.

The **Baptist Church** was organized in 1807. A frame building located approximately one and one-half miles north of the village on present Route 10 was used as a school and early house of worship. In 1825, a new church building was constructed and was used until another one was built in 1877 at **131 Main Street**. This church, a vernacular interpretation of late Gothic and Romanesque period design, was destroyed by fire on January 1, 1997.

The first services conducted for the newly formed Episcopal parish of the Holy Cross of Warrensburgh took place at the Presbyterian Church in 1861. In 1864 construction was undertaken for a separate house of worship. Constructed by local builder, Albert Alden, of native granite quarried at Hackensack Mountain, the **Episcopal Church of the Holy Cross** retains a high degree of architectural integrity as an intact and representative example of Gothic Revival design. Located at **57 Main Street**, this church has a tall gable roof, with buttresses at the bays and corners, front side-gable entry porches and rear bell tower. To the south and connected to the church, is a church **rectory and parish house**, constructed in 1886. Although the second floor of the rectory was renovated in 1972, the complex as a whole retains a high level of historic integrity, existing as one of Warrensburgh's most architecturally significant nineteenth century properties.

In 1874, the first Catholic Church was instituted at Warrensburgh. It was organized through the efforts of Rev. James Kelly, a pioneer clergyman who traveled throughout most of northern Warren County, establishing churches in several parishes. The cornerstone for the present edifice was laid on July 23, 1875, with the dedication taking place in September, 1877. St. Cecilia's Roman Catholic Church, located at 99 Main Street, is historically significant as the only Catholic church in the hamlet of Warrensburgh. It is an intact and significant example of late nineteenth century, Gothic Revival, ecclesiastical architectural which has received minor modifications in the form of a rear addition and siding. St. Cecilia's Rectory, is located directly south of the church building. Acquired by St. Cecilia's in the early 1940's, this building was constructed in 1867 by Albert Alden of locally quarried stone. It originally functioned as the private office and bank of the company of B.F. Burhans and Sons. While now associated with a religious organization, it is architecturally distinctive as an intact and representative example of mid-to-late nineteenth century, commercial architecture as influenced by Italianate period design.

The last one hundred years has witnessed the establishment of five additional church groups - and accompanying church buildings - in Warrensburgh. These groups are represented by religious properties located on both sides of the Schroon River. While the oldest of these buildings dates from the early twentieth century, most were built within the last fifty years, or have been substantially altered, and thus do not represent architecturally or historically significant resources. The Free Methodist Church was organized in 1880 in association with groups from other communities. The present edifice at 153 River Street was constructed in 1936, but does not represent an architecturally significant resource due to more recent modifications. The Pentocostal Holiness Association was organized prior to 1924, with a worship center being constructed on Smith Street. The Missionary Alliance Church was organized in 1915, with the first church edifice built on the bank of the Schroon River across from 96 River Street (no longer extant). The present edifice is a modern structure built in 1973 on Pine Tree Lane. Similarly, a recently constructed building is associated with the Assembly of God Church. This edifice, built in 1969 at 231 Main Street, is attached to an older, moderately altered, c.1880 building, originally a residence. A new building constructed on Burhans Avenue is associated with the Faith Baptist Church.

Two cemeteries exist at the north end of Hudson Street. **The Cemetery of St. Cecilia** dates from prior to 1876. **The Warrensburgh Cemetery** (established mid-late nineteenth century), located directly across the street, on the west side of Hudson Street, includes a recent concrete block structure at the north end of the property.

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The Warrensburgh Masonic Lodge #425 dates back to 1857. Prior to that, it had been part of the Clinton Lodge since 1826. The Warrensburgh Lodge I.O.O.F. #488 was established in 1881. While the Masonic Hall was originally located in the architecturally significant **Woodward Block**, the present Masonic Temple on Route 9 represents a highly modified, c.1930's commercial building.

The I.O.O.F. Hall was originally located in the **Wills Block**, a commercial building on Hudson Street near the Main Street intersection. It was moved to what is now the Veterans of Foreign Wars Post and Museum on **47 Main Street**, a c.1900 two-story rectangular, gable front building which has been modified during the mid-to-late twentieth century. The Dud Cameron store at **132 River Street** is a modified, vernacular, commercial structure that dates from c.1900 and now functions as the American Legion Post #446.

The Warrensburgh Post Office, established by Kitchell Bishop in 1806, was initially housed at the Warren House. This building was destroyed by fire in 1921, and was located on Main Street on the site of present-day Stewart's convenience store. The post office was later located at the **Woodward Block** until the mid-1930's. It was, until recently, housed in a recently constructed brick building on the corner of Stewart Farrar and Elm Streets. A new and larger post office was recently constructed at the north end of Main Street. A post-1950 brick building on Main Street houses the Warrensburgh Town Hall.

Building resources associated with the hamlet's fire fighting company were once located on Herrick Avenue, established there by 1924. The present home of the Warrensburgh Fire Company replaced these earlier facilities and is located at Elm Street near the corner of Burhans Ave. It dates from 1934. The architectural integrity of this large brick structure has been compromised due to recent changes in the form of door and window replacements and roofline and brickwork modifications.

An architecturally intact, Neoclassical civic building located at the north end of Main Street is presently associated with the Warren County Department of Public Works. It exhibits many of the characteristic design features of this type and style, including an overall balanced symmetry, multi-paned, double-hung sash, corner quoins, and center entrance with one-story, columned entry porch.

Significance

Architecturally and historically distinguished social, civic, educational and religious properties in the hamlet of Warrensburgh are significant in their representation of this North Country community's ability to establish and maintain social, religious and civic institutions, and to keep pace in its public buildings with national architectural trends from the mid-nineteenth to mid-twentieth centuries.

Nominated buildings are historically significant under National Register Criterion A if they clearly reflect developmental trends associated with the establishment of public facilities designed to meet the educational and civic needs of the community. Extant civic and public properties may also qualify under National Register Criterion C because they represent largely intact examples of their respective architectural styles or property types. Religious properties must also meet Criteria Condition A.

Registration Requirements

In order to qualify for nomination, civic and public buildings must retain an intact setting and the forms, floor plans, materials and stylistic integrity that evoke their period of construction, architectural influence and historic association. They should have been constructed for the community's use as social, religious or educational institutions. Expected changes or alterations may take the form of synthetic siding, window replacements, roof resheathing, and the addition or modernization of front or side porches or entryways. However, as long as these changes have not altered the original architectural intention of the buildings, they should not preclude their nomination.

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3. Community Planning and Development-Related Resources, c.1790-1950

Description

Community planning and development of the hamlet of Warrensburgh takes the form of residential and commercial building construction occurring over a period of two hundred years, and representing most of the major architectural influences from this period. These properties reflect a range of stylistic interpretations ranging from high-style examples to modest, vernacular design. Wide variation in terms of integrity is also evident. With historic community development occurring both north and south of the Schroon River, and constituting working class, middle, and upper class neighborhoods, the quality and manner of execution of individual properties, and groups of properties, continue to reveal the relative economic status and occupations of the original occupants. Approximately 10-15% of resources associated with community planning and development represent commercial properties, the majority of which were constructed prior to 1900. Residential properties constructed prior to 1900 amount to approximately 65% of total historic residential resources, and are located on both sides of the Schroon River.

Late Eighteenth to Mid-Nineteenth Century Development

Earliest permanent settlement at what would become known as Warrensburgh dates from 1786. Two building resources date from these early years prior to 1800: the c. 1788 Judd House at 2 River Street, is a simple, vernacular, one and one-half story, wood frame structure originally built by the Hutchinson family, who also ran a gristmill on the property. While this building has been substantially altered, it is purported to be the oldest residential building in the hamlet. The Mixer Blacksmith Shop located at 27 Main Street, which may date from as early as 1790, and is a highly intact example of stone, commercial/residential, Greek Revival period architecture with original form and first-story fenestration.

This part of Main Street - near the corner of Water Street - and just north of the area's first bridge crossing, was an early hub for commercial and community focus. A short distance north of the Mixer Blacksmith Shop was once located another important early landmark - the Warren House, which succumbed to fire in the late nineteenth century and is no longer extant. Originally located at the intersection of Main and Water Street, this hostelry, initially called The Pitts Tavern, passed to James Duell in 1801, and to James Warren in 1804. In addition to functioning as a hotel, it also housed a store and the fledgling community's first post office.

The first half of the nineteenth century witnessed a tremendous increase in industry and manufacturing at Warrensburgh with an accompanying trend in residential and commercial development. This development took place principally along Main Street, Hudson Street, First and Second Avenues, Burhans Avenue, the south end of Elm Street, and River Street.

Residential development between 1800 and 1860 took the form of Federal and Greek Revival period homes reflecting a spectrum of interpretations ranging from simple, vernacular designs to more substantial, high style renderings. Early nineteenth century development along Main Street illustrates that this neighborhood became home to the community's more wealthy early residents. Approximately twelve homes, some occupying more spacious lots, clearly exhibit distinctive, Greek Revival period design features such as full entablatures, elaborated door surrounds, and classical columns supporting one-story or full-facade porches. The most substantial of these are located south of the Hudson Street intersection. Just north of that intersection are a handful of somewhat more vernacular, Greek Revival period residences, located on smaller lots in closer proximity to one another. Two additional residences from this period, of even more modest construction, are located north of these.

The c. 1850 **Cunningham House at 122 Main Street** is a highly intact and representative example of Greek Revival period, residential architecture built for one of Warrensburgh's prominent, early-nineteenth century industrialists - the mill owner, Joseph Russell. Later purchased by the lawyer, Thomas Cunningham, Cunningham's law office was added to the property, but is no longer extant. Two intact and architecturally significant, Greek Revival period residences are located across the street from the Cunningham House, at **115 and 119 Main Street**. The c. 1840 home at **115 Main Street** exhibits a similar approach to external detailing, overall massing and design when compared with the Cunningham House, thus supporting a strong sense of this historic neighborhood.

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The Elms, located at 84 Main Street, is a larger, more elaborately designed historic residence, originally built circa 1830 for the local industrialist, Thomas Gray. It later became the residence of the Burhans family who, following their purchase of this estate during the mid-nineteenth century, constructed the Italianate tower on the south side of the original building. Although altered somewhat to serve commercial functions, this building nonetheless retains sufficient architectural integrity to support its association with Warrensburgh's early residential development. In addition to fenestration, side porch, and internal alterations, changes to the surrounding property constitute the principal modifications undertaken during the twentieth century. A far less intact early-nineteenth century residence located at **170 Main Street** exhibits a two-story, side-gabled plan with boxed cornices, architraves and semi-circular windows located in the gable ends. This building has lost some integrity due to twentieth century alterations.

North of the Hudson Street intersection, a handful of Greek Revival period residences - some of which are smaller and far more vernacular interpretations of the style - exhibit varying degrees of architectural integrity. The residences at **167, 169 and 171 Main Street** reflect both side and front-gabled design, while exhibiting a range of architectural intactness. The residences at **167 and 171 Main Street** have retained a high level of integrity, while the more vernacular residence at **169 Main Street** has less integrity due to twentieth century modifications in the form of window replacements, aluminum siding and a more recent addition. Although the two-story rectangular, front-gabled residential structure, located at **167 Main Street**, also exhibits a more vernacular interpretation of Greek Revival period design, it has retained a higher degree of architectural integrity, with late nineteenth century, two-over-two pane sash, stone foundation, frieze and boxed cornices.

Approximately fifteen early to mid-nineteenth century residences occupy First and Second avenues and Hudson and Elm streets. In general, these reflect more modest massing and exhibit less architectural integrity when compared to those found along Main Street. With its classic pilasters, front-gabled plan, and gable returns, the one and one-half story Greek Revival period cottage at **44 Hudson Street** clearly reflects this period of residential development in the northern village area. Its neighbor at 6 Second Avenue is far less intact, having received a variety of alterations in the form of window and door reconfigurations, window replacements, and a recent porch. A two-story example at **30 Hudson Street** typifies the larger version of vernacular, Greek Revival period design found in this section of Warrensburgh.

Farther south at **2 Hudson Street**, the National Register-listed, **Merrill Magee House**, constructed in 1833 is an intact and outstanding example of high style, Greek Revival period design. In contrast, four properties located at **24, 26 and 28 Elm Street** and on Burhans Avenue, represent company-built workers' housing originally associated with the tannery of Burhans, Gray and Company. The residence at **24 Elm Street** has lost some integrity due to window and door replacements and siding, while its neighbor at **26 Elm Street** retains a higher level of integrity due to its multi-paned sash, original clapboards and nineteenth century porch. A more vernacular example of workers' housing located on Burhans Avenue has also received modifications and retains only a moderate degree of architectural integrity. The workers' housing on Burhans Avenue and the southern part of Elm Street represents the few examples of this type of early to mid-nineteenth century residential development found north of the Schroon River. Numerous similar buildings are, however, found south of the Schroon River along River Street, in close proximity to the various mills and manufactories which were once active in this vicinity.

Approximately two dozen examples of early to mid-nineteenth century, wood frame workers' homes exist along River Street. One of the most outstanding examples is a mid-nineteenth century, Greek Revival style dwelling located at **90 River Street**. With its original brick chimneys, two-over-two pane sash, gable returns, and cornice brackets inspired by the up-and-coming Italianate style, this modest home is a well-preserved example of residential, company-based development from this period. A more vernacular, but highly intact two-story dwelling is located at **113 River Street**. In comparison, many of the River Street homes exhibit less architectural integrity than these examples yet retain sufficient integrity of overall character-defining form, massing and detailing to identify them as contributing resources in a district. Representative examples of these buildings can be found at **98 River Street**, which has received window modifications and an enclosed front porch, and a c. 1850 residence at **122 River Street** that retains its overall form and characteristic gable returns.

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Extant resources related to the hamlet's early-nineteenth century commercial activity can be found along Main Street, at the south ends of Hudson Street and Elm Street, and along River Street. Approximately ten to twelve buildings displaying various aspects of early-nineteenth century Federal, Greek Revival, and Gothic Revival design exhibit varying degrees of architectural integrity.

On Main Street, the Swan House is located at the intersection of Horicon Avenue. While having received recent modifications in the form of a one-story addition off the south facade, this c.1840 commercial and residential structure continues to convey its historic association with Warrensburgh's early community development. A notable example of Greek Revival period design, and once located across the street from the Warren House, it represents the site of the hamlet's first commercial and civic center. Across the street is a more vernacular interpretation of Greek Revival period commercial architecture which, although having received modifications and additions, continues to communicate its original commercial function. To the north, at 50 Main Street, a c.1825 Greek Revival-inspired store, now a residence, exists as one of the earliest commercial buildings in the village. It is one of a number of commercial buildings at this location on the west side of Main Street - a location which became a small commercial center by the mid-nineteenth century.

The **Woodward Block**, located at the **corner of Hudson and Main Streets**, is notable as an extant, mid-nineteenth century, commercial building constructed of stone by local builders and masons, Albert Alden and Peter Buel. Construction material was obtained from the Warrensburgh Quarry near Hackensack Mountain. Constructed c.1850, the original structure was one and one-half stories, but was later raised an additional story. Although the building has received substantial modification in the form of sash replacements, dormer changes and removal of a one-story porch on the front facade, the **Woodward Block** is a prominent feature at this north village intersection, continuing to communicate its historic association with Warrensburgh's nineteenth century commercial development.

Nearby, at **16 Hudson Street**, is an altered c.1830 Greek Revival period store, which continues to display the characteristic pilsters, gable returns and multi-pane sash typical of this architectural style. While the first story has been altered by the addition of a modern, enclosed front porch, the second story, front facade retains sufficient integrity to communicate the building's original commercial function. In contrast, a c.1850 commercial building at **142 Main Street**, has lost considerable integrity due to an entire re-doing of the front facade as well as siding on the north and south sides of the structure, and within the context of the proposed district is considered a non-contributing resource.

At **2 Elm Street**, a c.1840 store and residence retains a remarkably intact first-story, storefront facade. Originally operated as a bakery and residence, additions and modifications take the form of replacement sash, and a late-nineteenth century Queen Anne additional half-story with shingle detailing in the front and hip-on-gable facade.

When compared with commercial structures north of the Schroon River, those located south of the river along River Street have, in general, retained less integrity. At **118 River Street**, the Sam Moses Cabinet Shop, a vernacular, wood frame building constructed c.1840, has received sufficient alternations to disguise its historic association with early-nineteenth century commercial activity. The present Wayside Inn, an inn and tavern constructed during the mid-to-late nineteenth century at **137 River Street**, retains sufficient integrity of form and massing to communicate its original use and vernacular design, although it has been modified in relation to window sash, original front porch replacement, and siding. Herrick's Carriage Shop, constructed c. 1850 at **75 River Street**, was originally designed as a vernacular, gable-roofed, store and residence. The roof was redone after the building was damaged by fire, the side external stairway enclosed, and the original windows have been replaced, resulting in a somewhat altered commercial building.

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Late Nineteenth Century Development

Between 1860 and 1900, commercial and residential development in the hamlet of Warrensburgh was buoyed by expanding local industry, the advent of rail transportation to the region, and the emergence of tourism. During this period, residential development of the upper village took place along Main, Hudson and Elm Streets, as well as First, Second, Third and Fourth Avenues. South of the Schroon River, River Street became the location for additional and more substantial, late-nineteenth century homes. Residential properties that date from this period typically reflect the predominating stylistic influences of the day, with an emphasis on Queen Anne, Stick, and Folk Victorian architecture.

Less common in residential building construction from this period is evidence of Italianate and French Second Empire style influences, with only a single example of Shingle style residential architecture extant in the hamlet. Commercial buildings dating from this period can be found along Main, lower Hudson and River streets. Italianate design prevails, as well as vernacular interpretations of Queen Anne design adapted for use in the construction of commercial buildings.

Significant development of the upper village was undertaken during the latter decades of the nineteenth century. Approximately twenty-five to thirty homes from this period can be found along First, Second, Third and Fourth Avenues, Hudson, Main and Elm Streets. In terms of architectural design and execution, examples range from large, high style mansions on spacious lots, to smaller, vernacular interpretations of late nineteenth century architectural design set amidst neighborhoods of more closely-spaced homes.

For example, a highly intact, c.1880 home at 196 Main Street exhibits characteristic design features of the Queen Anne style, including a one-story, wrap-around porch, bay windows, and cross-gabled roof configuration. A more modest and generally intact, Queen Anne-influenced residence located at **33 Fourth Street** retains its characteristic shingled detailing and cross-gabled design, although the front porch has been significantly altered. A far less intact and more vernacular interpretation of Victorian period architecture is a c.1870 home located at 3 First Avenue. Modifications include siding, replacement windows and recent front entry porch on concrete block foundation. With its steeply pitched gable roof, cross-gabled configuration, overhanging eaves, and decorative shingled wall cladding in the gabled eaves, the c.1875 home at 200 Main Street is an intact and representative example of Stick influenced architectural design.

A c. 1880, Folk Victorian period residence on upper Main Street has lost considerable integrity in the process of conversion to commercial use. The identifying features that remain include its gabled front and wing with ornate, gable detailing. More vernacular interpretations from this period include a gable-roofed, two-story home with original porch on Hudson Street and a similarly configured, two-story residence at **56 Elm Street**. Two outstanding examples located across the street from one another on Mountain Avenue, one executed in wood and the other an unusual home due to its brick construction, exhibit an assortment of architectural and design features associated with late nineteenth century, Victorian period styles.

At the south end of Main Street, a large, 1890 residence, located at 38 Main Street, exhibits Queen Anne period design details and is a prominent residential landmark in this part of the village. In contrast, a handful of far more modest and vernacular, mid-to-late nineteenth century, wood frame homes can be found on Horicon Avenue.

A c.1865, Gothic Revival/Italianate style caretaker's cottage, located on Elm Street, was originally associated with the Burhans Mansion. With its decorative cornice brackets, intact center-gabled structural configuration, original multi-paned sash windows, and hooded window surrounds, it exhibits aspects of both the Gothic and Italianate styles and is the most intact and architecturally distinguished residential property of its style in the hamlet. The Italianate stone mansion associated with this cottage, which existed as the centerpiece of the large property owned by B.P. Burhans, was located north of The Elms on Main Street. It was quite similar in overall massing and design to the highly intact, c. 1860 Italianate period, wood frame residence located at **117 Main Street**. A second caretaker's cottage at **7 Elm Street**, this one originally associated with the large Elms mansion, was constructed utilizing French Second Empire design, and exists as an intact and architecturally significant example of its type and style.

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Italianate design influence is also evident in many of the commercial structures, which appeared in the upper village during the late nineteenth century. The c.1865 **Wills Block** located at **4, 6, and 8 Hudson Street** clearly recalls its historic association with nineteenth century commercial activity, as well as its architectural influence. In close proximity, a long commercial building near the intersection of Hudson and Main Street has storefronts on both streets. The Hudson Street facade represents a highly intact example of Italianate period commercial architecture, while the Main Street facade, while having received modifications to its two-story front porch, continues to exhibit historic window sash and hoods, and ornamental cornice brackets. A commercial building from this period, also at the Hudson-Main Street intersection, demonstrates less architectural integrity due to significant reworking and renovation of the front facade. Its roofline reveals its historic association with nineteenth century commercial activity in Warrensburgh.

At the corner of Hudson and Lake Avenues, the c.1870 **Ashe's Hotel** stands as an architecturally distinguished and intact reminder of the nineteenth century inn and tavern business at Warrensburgh. The three-story, Italianate structure with original two-over-two paned sash, double-story front porch and cornice brackets, was originally called the Agricultural Hotel, located in close proximity to the former Warrensburgh Fair Grounds. This building is significant as a remaining example of nineteenth century tavern and hotel-related business. While Warrensburgh was the location of a half-dozen hotel and inn establishment, most succumbed to fire and/or demolition during the late-nineteenth and twentieth centuries. Once existing as prominent and popular landmarks, they included: the Warren House, located at the corner of Main and Horicon, and rebuilt in Queen Anne style in the late-nineteenth century; the Adirondack House, located at 147 Main Street and also rebuilt in late-nineteenth century, Queen Anne style architecture; the Grand Army House, located at 36 Main Street, exhibiting French Second Empire style design; and the Riverside Hotel, located on Main Street north of the Judd Bridge, reflecting gable-roofed, wood framed, vernacular construction.

South of the Schroon River, late-nineteenth century residential and commercial development took the form of approximately thirty buildings, the majority of which reflect vernacular interpretations of Victorian period styles, and which exhibit varying degrees of architectural integrity. For instance, a c.1870 residence, located at **76 River Street** and originally owned by Halsey Herrick, is an intact and representative example of a two-story, vernacular interpretation of wood frame, Victorian period design.

Evidence of vernacular, Gothic Revival influence can be found in the cross-gabled configuration of a c.1870, River Street residence, which demonstrates less architectural integrity due to siding, and window, door and porch alterations. Another residence on River Street features a simple, gable front design and exhibits even fewer of its original architectural details due to door and window changes, siding and porch renovation. An eave front and relatively intact duplex, located at **116 River Street**, reflects a far more vernacular approach to mid-to-late nineteenth century company-built, residential construction, which can be compared to a substantial, unusual and largely intact, 1896 stone residence at **15 Alden Street**, constructed of native stone by the local builder, Seth Alden. Also unique in the survey area, is the c.1890 Shingle style home at the intersection of River Street and the Judd Bridge. Its characteristic, shingled wall cladding, shed-roofed dormer and multi-pane-over-single pane window sash, clearly reveal its architectural influence.

In terms of commercial development, extant resources which recall this historic period take the form of gable-roofed, vernacular, wood frame interpretations of Victorian period styles. The building at **68 River Street**, constructed during the mid-to-late-nineteenth century, originally housed a business and residence. Although a clear reading of its historic and architectural association has been somewhat compromised by alternations to the front porch, it still retains original window sash, porch support detailing, and clapboard siding. A smaller and somewhat more intact example, also on River Street reflects turn-of-the-century, commercial development of the River Street area and exists as a two-story, vernacular, wood frame store and residence which retains its original store front at first floor level.

Early Twentieth Century Development

Between 1900 and 1945, residential development of the hamlet of Warrensburgh resulted in significant expansion of neighborhoods located both north and south of the Schroon River. While older neighborhoods, such as those along Main, Hudson, Elm and River Streets were further developed to include early-twentieth century homes, large enclaves of new residential buildings were established east of Main Street and south of River Street. The design influence of a wide assortment of architectural styles from this period –

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including the Queen Anne, Folk Victorian, Shingle, Colonial Revival and Bungalow styles - is evident throughout the hamlet, with buildings exhibiting both vernacular and more high style renderings.

In the northern part of the village, a handful of substantial homes constructed at the turn of the century include the architecturally distinguished and intact residence located at 194 Main Street. Dating from 1906, this building features design aspects reflecting the Queen Anne style, in combination with those from the up-and-coming Colonial Revival movement. These designs typically include bay windows, one-over-one, and multi-pane-over-one pane sash, complex massing with gabled, cross-gabled and/or gambrel roof configurations, boxed cornices, wrap-around porches with classical columns, and dormers - all evident on this building. A half-dozen, contemporaneous, architecturally significant, intact, and similarly designed residential buildings from this period are located next door at **196 Main Street**, at **181 Main Street**, and at **44 Elm Street**.

In the same area - on and west of Main Street - somewhat more modest examples of Queen Anne, Colonial Revival, and Bungalow period design also define the residential development which took place during the first decades of the twentieth century. Approximately three dozen homes of this type, and from this period, can be found along previously established streets such as Hudson, Elm, upper Main, and Third and Fourth Avenues. As well, newly established residential streets such as Woodward Avenue, James Street and Sanford Street, became sites for early-twentieth century development.

Most of these homes exhibit a moderate to high degree of integrity. A c.1925 Colonial Revival residence is located at **18 Hudson Street**. A more modest, one-story, example of a c.1930 Colonial Revival design is located on Fourth Street. A half dozen, wood frame, Queen Anne/Colonial Revival period homes define the early-twentieth century development which took place along Woodward Avenue. The Colonial Revival style is also found in a small number of homes constructed c.1935 along James and Sanford Streets.

The Bungalow style, with its characteristic low-pitched roof, decorative beams and cornice braces, exposed rafters, multi-pane windows, and square-columned front porches, is reflected in a wide assortment of resources from the first forty years of development of this part of Warrensburgh. These range from year-round, more high-style renderings such as this example on Library Avenue, to more vernacular interpretations such as the Bungalow period home at **21 Hudson Street**. An unusual example rendered in concrete block can be found at 55 Library Avenue. The small, vernacular homes, located at 238 and 240 Main Street, exhibit far less integrity and are representative of a group of approximately twenty, more modest examples found in the vicinity of upper Main Street and towards the west end of Library Avenue, most of which originally functioned as seasonal cottages.

Design influences associated with the various styles described above were also employed for the homes located in newly developed neighborhoods east of Main Street. The circa 1900, residential buildings on Green Terrace reflect a more simple and vernacular interpretation of Queen Anne/Colonial Revival period design, while also demonstrating a moderate to high degree of architectural integrity. Their grouping together, however, strongly supports their historic association with turn-of-the-century, residential development of this part of the hamlet. Nearby, on Horicon Avenue, contemporaneous homes exhibit the range of integrity evident in the resources that characterize this period and location of historic residential development.

The first decades of this century resulted in substantial development of a residential enclave located east of Main Street. This neighborhood includes Warren, Oak and King Streets, which run north and south, and are intersected by Hackensack, Gold, Adirondack, Mountain, Emerson and Sunset Avenues, running east-west. As well, new construction took place along Prospect Street, Terrace Avenue, and Griffin and Pratt Streets. This neighborhood presently consists of a wide assortment of mostly twentieth century, one and two-story, wood frame, residential buildings exhibiting a range of styles and degrees of architectural integrity. Many of the earliest buildings date from the first decades of the twentieth century and reflect more vernacular interpretations of the styles mentioned above.

Approximately five dozen residences date from the first half of this century. Exhibiting gable-roofed, Queen Anne/Colonial Revival period influence, is an L-shaped residence with Colonial period porch at 33 King Street. A similarly designed residence on Warren Street features its original, Victorian style porch detailing. Examples also include evidence of gambrel-roofed, Colonial Revival

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residences, such as this c.1925 residence at 33 Oak Street. Many examples of the Bungalow style also exist, many of which are of modest, wood frame construction. This well preserved home on Mountain Avenue reflects many of the characteristic design details associated with the style. Some more modest versions, such as this home on Prospect Avenue may have originally functioned as seasonal residences. The architectural identity of a c.1920 Bungalow-style home, located at the corner of Prospect Street and Terrace Avenue, has lost considerable integrity as a result of numerous recent alterations.

Early-twentieth century residential development south of the Schroon River resulted in expansion of residential neighborhoods along many newly established streets to the south of River Street. Numerous wood frame residences reflecting late-Victorian period and

Colonial Revival period influence are typical of extant building resources whose historical association is linked to this period in Warrensburgh's community development. In terms of architectural style, of notable absence are representative examples of Bungalow or Craftsman style architecture, the local use of which generally reflected seasonal occupancy or, as in the case of those high style homes found along Elm Street, were often associated with the more well-to-do neighborhoods north of the Schroon River.

Approximately fifty residences were added to the River Street area during the first decades of the twentieth century. These resulted in residential expansion along River Street, as well as on Newton, Summit, Smith and Commercial Streets, and Alden, South, Mill, Ridge, Burdick and Hobson Avenues. A handful of large and more high style examples exhibiting Queen Anne/Colonial Revival period influence are among this group. The imposing and largely intact residence at **44 River Street** was constructed c.1900 by noted local builder, Jim Hall, whose work includes some of the most substantial turn-of-the-century homes north of the river. A group of large, but somewhat more vernacularly rendered residences line the west end of River Street, forming a significant and generally intact collection of residences from this time period.

Along the streets and avenues south of River Street, early-twentieth century development takes the form of more modest and vernacular, wood frame homes. The two-story residences at 20 and 22 Burdick Street are representative examples of the more stylistically straightforward design, which characterizes much of this neighborhood's early twentieth century construction. While dating from the same period, the homes on Smith Street reflect less architectural integrity. A vernacular, cross-gabled home, located at 5 Newton Street, is among a small group of similarly designed residences at this location. Together with its neighbors, it retains sufficient integrity of form and detail to recall its historic association with early-twentieth century, company-based, residential development.

Likewise, with their shingled detailing, one-story, T-shaped massing and low-pitched gable roofs, the small workers' cottages, located at 19, 21, and 23 Burdick Street, are examples of company-established, vernacular, Victorian period, residential construction. Having lost substantial architectural integrity due to window replacements, and other major renovations, a residence at the corner of Burdick and Smith streets no longer clearly recalls its historic association.

Early-twentieth century commercial development in the hamlet of Warrensburgh took place along Main and River streets, with Main Street emerging as the central location for all types of business. While the numerous nineteenth century commercial buildings continued to serve business functions, a small number of new and substantial commercial structures were added. Of these, the most intact is at **138 Main Street**, an architecturally distinguished c.1927 bank building, constructed of brick. With its balanced and symmetrical design, pedimented entrance, rough-coursed, stone foundation, and brick pilasters, this building is the best example of Neoclassical commercial architecture in the hamlet. A well-preserved and architecturally significant commercial block, constructed c.1900 of stucco over brick, represents the best example of commercial architecture from this period, and can be found at the corner of Main Street and Mountain Avenue.

Retaining less integrity are the present Masonic Temple, originally a c.1930 commercial building and its Main Street neighbor, a c.1930's flat-roofed commercial building, which has lost substantial integrity due to door and window replacements, siding, and porch replacement.

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In contrast to the larger, more substantial commercial buildings that date from this period and are located north of the Schroon River, the small number of business-related buildings built along River Street during the first half of the twentieth century reflect a far more vernacular approach, usually executed in wood. The c.1900, Dud Cameron Store at **132 River Street** has retained moderate integrity, with front porch reworking and sash changes. Originally a plumbing shop, the one-story c.1920 building was later used to house Kenyon's Garage.

Late-Twentieth Century Development

Residential development of Warrensburgh since 1945 has resulted in additional expansion of residential neighborhoods north and south of the Schroon River. An enclave of modern, one-story, ranch residences, was established west of Hudson Street, along Orton Drive, Lake and Woodward avenues, and Jill, Keyes, Henry and Ash Streets. Larger and more recent homes occupy a newly enlarged neighborhood west of Elm Street, along the extensions of Sanford and James streets. Numerous c.1950-80 residences have been added alongside older residences in such previously established neighborhoods as those along Warren, Oak and King Streets or on Stewart Farrar Street. Mobile homes occupy sites on Stacey Street and Skylark Lane, and have been placed alongside Bungalow styled camps on Marion Avenue, Grand Avenue, Hastings Street and Library Avenue, as well at numerous other individual locations throughout the hamlet.

Recent commercial development has principally occurred along Main Street - the hamlet's commercial center. Modern commercial buildings representing national chains, gas stations, and car dealerships, exist in marked contrast to the many historic commercial and residential buildings still extant along the hamlet's main thoroughfare.

Significance

Significant resources associated with the commercial and residential development of the hamlet of Warrensburgh span a period of over one hundred and fifty years - from c.1790, the approximate date of Warrensburgh's oldest business/residence - the Mixer Blacksmith Shop - to 1940, the 50-year National Register cut-off date. The properties nominated are significant for their stylistic representation of architecture typical of their respective periods and styles. The buildings represent a range of stylistic renderings from vernacular to high style.

For example, many building resources on the south side of the Schroon River are historically significant for their association with nineteenth and early-twentieth century industrial activities (i.e. workers' housing). These buildings typically reflect vernacular and more modest approaches to building construction and design. On the other hand, significant commercial and residential properties located in more prosperous neighborhoods to the north of the Schroon River typically feature more high style renderings, reflecting aspects of Greek Revival, Gothic Revival, Italianate, Queen Anne, Colonial Revival and Bungalow-style architectural design. In this way, clusters of significant residential resources continue to convey their association with the hamlet's historic economic and social strata.

In all cases, nominated buildings are significant under National Register Criterion A if they represent significant developmental trends associated with residential and commercial expansion. Resources may also be significant under National Register Criterion C if their high level of architectural integrity and representation characterizes them as intact examples of principal architectural styles. In addition to reflecting the influence of national design trends, spatial relationships, architectural characteristics and methods of construction allow buildings, and groups of buildings, to clearly communicate their historic association with Warrensburgh's working, middle and upper classes.

Registration Requirements

In order to qualify for nomination, a commercial or residential property must retain integrity of setting, form, and materials that evoke its period of construction and sociological association and historic function. Only those buildings that have retained their historic and architectural integrity as representations of Warrensburgh's historic residential and commercial development should be considered. Expected alterations should include window and door replacements, roof and exterior wall resheathing, porch alterations, and chimney alternations. If overall integrity of design, workmanship and materials is present, than these changes should not preclude nomination.

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4. Industry and Manufacturing-Related Resources, c.1824-c.1930

Description

The development of industry and manufacturing at Warrensburgh is represented by a cluster of eight historic and largely intact industrial buildings remain on River Street and dating from 1824 to c.1920. These buildings continue to exist as clear reminders of the role local industry played in the historic and cultural evolution of the hamlet of Warrensburgh. While industrial buildings such as those associated with the woolen mill, planing mill and sash factory, Emerson lumbermills, early sawmills and the Burhans tanneries are no longer extant, this intact group of imposing mill and associated storage and office buildings continue to reflect the heart of Warrensburgh's industrial center and are significant architectural and historic resources recalling the central, historic theme of industry and manufacturing. Of these properties, seven pre-date 1900.

By the mid-nineteenth century, a variety of industries had become established at Warrensburgh. In addition to the lumber and gristmill industries, the tannery business became a large establishment under the direction of prominent local industrialist, B.P. Burhans. Originally occupying a site on Burhans Avenue near the present **Warrensburgh Central School**, reminders of this now defunct industry exist in the form of a handful of workers' homes built by Burhans during the mid-nineteenth century. (please see Community Planning and Development) Across the river from the tannery were located the sawmills, gristmills, carding mill, planing mill and associated workers' homes of Woodman, Griffin and Emerson; Burhans, Gray and Company, A. Burdick, G.T. Lewis, and others.

The present Outlet Barn at **50 River Street** was constructed in 1896 by the Empire Shirt Company, and J.P. Bauman and Sons. This extensive business, established in 1879, was represented by a sales office in New York City, with the firm producing 25,000 shirts annually by 1885. The massive, gable-roofed, two and one-half story building with gable and shed-roofed dormers, retains sufficient integrity of form to clearly communicate its historic industrial association. Originally, an overpass connected this mill building to the large, gable-roofed, clapboarded building directly across River Street. Constructed in 1878 at **49 River Street**, this building provided laundry and shipping facilities for the shirts and shirtwaists manufactured by the Empire Shirt Company.

Next to the large industrial building historically associated with the Empire Shirt Company is a smaller, architecturally significant and intact Greek Revival/Italianate period building located at **52 River Street**. This was constructed c.1855 as the business office of the A.C. Emerson Company, whose large lumbermill was originally located across River Street from this office. It features original two-over-two pane, double-hung window sash, decorative eave brackets, original entrance overhang, and clapboard siding.

The Gristmill building, located at **55 River Street**, is situated on the site of one of Warrensburgh's earliest gristmills, established by Dr. Harmon Hoffman in 1806. The mill was sold in 1816 to Dudley Farlin who, following replaced the original building with the present structure in 1824. Eventually Burhans and Gray purchased the mill, making changes and improvements to it during the mid-nineteenth century. It was able to grind fifteen tons of produce in twelve hours. Today, this vernacular, gable-roofed building with cupola has been converted for use as a restaurant, although it retains sufficient integrity of form, siting, and external detailing to communicate its original use as an industrial building.

Two other notable industrial buildings from the turn-of-the century are a clapboard-sided, wood frame storage building with cupola, constructed in 1913 at **53 1/2 River Street**, originally used for the storage of hay and fertilizer, and the "**Coal Pocket**," a c.1920 wood frame building located on Mill Street used for the storage of coal brought in by rail. Both are intact and well-preserved reminders of Warrensburgh's industrial past, as well as reminders of the importance railroad transportation played in the development of local industry. More recent storage sheds, which were also associated with rail service to this area, are located nearby.

In addition to extant, above-ground resources, and while this report did not involve any archaeological investigation, there is a high likelihood for the existence of industry-related archaeological remains. These may exist along both sides of the Schroon River, and may also be found through underwater archaeological investigation. In general, the area along River Street between the **Osborne** and

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Woolen Mill Bridges, as well as across the river on the present property of the **Warrensburgh Central School** and adjacent Niagara Mohawk property may reveal archaeological evidence of historic industrial activity.

Significance

The nineteenth and early-twentieth century industrial development of the hamlet of Warrensburgh has resulted in a group of significant and largely intact buildings and structures located on the south side of the Schroon River, which continue to clearly communicate their historic associations through form, scale and setting. These resources are historically significant under National Register Criterion A as representatives of the central role local industry played in the development of the hamlet.

Extant industry-related resources at Warrensburgh, are also significant under National Register Criterion C if they exist as intact representations of vernacular, utilitarian buildings designed to serve a variety of functions associated with nineteenth and twentieth century industrial activity.

Registration Requirements

In order to qualify for nomination, an industry-related property must retain intact setting, form, materials and stylistic integrity that evoke the period of construction and clearly represent its historic, industrial use. While expected alterations may include window or door changes, roof resheathing, wall cladding, and porch or entryway alterations, these should not preclude nomination if the property retains integrity of overall massing, form, and setting.

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5. Recreation and Tourism-Related Resources, c.1870-c.1950

Description

Resources associated with the historic theme of recreation and tourism span a period of eighty years - from c.1870 to c.1950. While Warrensburgh became the location of a half-dozen hotel and inn establishments constructed during the nineteenth century, these all succumbed to fire and/or demolition during the late-nineteenth and twentieth centuries and are no longer extant. As a result, most extant resources associated with recreation take the form of twentieth century summer cottages, motel units and the larger-scale recreation facility of **Camp Echo Lake**.

Once existing as prominent and popular landmarks, they included: the Warren House, located at the corner of Main and Horicon, and rebuilt in Queen Anne style in the late-nineteenth century; the Adirondack House, located at 147 Main Street and also rebuilt in the late-nineteenth century Queen Anne style; the Grand Army House, located at 36 Main Street, exhibiting French Second Empire style design; and the Riverside Hotel, located on Main Street north of the Judd Bridge, reflecting gable-roofed, wood framed, vernacular construction.

At the corner of Hudson and Lake Avenues, the c.1870 **Ashe's Hotel** stands as an architecturally distinguished and intact reminder of nineteenth century inn and tavern business at Warrensburgh. Originally called the Agricultural Hotel, it was located in close proximity to the former Warrensburgh Fair Grounds. This building is significant as a remaining example of nineteenth century tavern and hotel-related commercial activity, as well as being historically related to the Warren County Fairgrounds, which were located at the end of Lake Avenue and which hosted agricultural fairs and other events until 1929.

Extant recreation-related resources from the first part of the twentieth century take the form of private cabins and camps, as well as enclaves of buildings associated with resort and summer camp businesses. Enclaves of summer camps can be found on Hudson Street, at the west end of Library Avenue, and west of Main Street between Fourth Street and Grand Avenue. Most are small, wood frame, vernacular Bungalow style dwellings which feature low-pitched gable roofs, exposed rafter tails and clapboard or shiplap siding.

Small cottages, such as those at the corner of Hudson Street and Lake Avenue, were a later addition to previously established businesses such as **Ashe's Hotel**. The Elms Mansion, at 84 Main Street, was originally a private, year-round residence. During the early twentieth century, it became a seasonally occupied residence, and in the early 1950's, it was converted for use as a motel and antique shop, during which time these motel units were added to the property. Other properties, such as the Crandall House at **53 Main Street**, were also private residences, later being adapted for use in accommodating guests.

The national trend in summer camps for children, teenagers and families is represented by the **Camp Echo Lake** property located at the north end of Hudson Street. The part of the property located north of Fish Hatchery Road has been designated the "Main Village," and was established during the first quarter of the twentieth century as "Echo Lake Tavern," a camp for young adults. Under the direction of Moe Nudell, the camp's organization was changed to accommodate parents and children, and then in the late 1930's was reorganized to accommodate a children's camp. Many of the extant buildings, such as cabins, the Infirmary and Winter Lodge, and the Administration building, date from the 1920's and 1930's and are significant and intact reminders of the importance recreational summer camps have held in the history of North Country communities.

In 1946, the camp was purchased by Bill Medine, who later purchased a neighboring enclave of cabins south of Fish Hatchery Road, which have become designated the "Senior Village." These were originally owned by Bob Pasco and run as the Indian Head Family Resort. Most of these buildings were refurbished in the early 1980's in order to adapt them for use as bunks. Intact and significant buildings related to the theme of recreation also comprise what has become the "Alumni Village" of Camp Echo Lake, located to the east of the Senior Village. These were originally owned by the Noble family and also run as a family resort. They include a staff lodge and seven cabins.

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Recreational facilities at the center of the village are represented by the historic and intact **Warrensburgh Bandstand/Floyd Bennett Park**, located at the intersection of Main, Hudson and Elm streets. The bandstand, which is the main feature of **Floyd Bennett Park**, was built in 1930-31 in honor of Floyd Bennett, a Warrensburgh native who was the first pilot to fly over the North Pole. The Colonial Revival-style structure, which is octagonal in plan, features Doric piers and a roof balustrade, having received no major modifications. This general location has historically been the site of a small public park, with an earlier, nineteenth century park located across the street, directly in front of the Woodward Block.

Significance

The late-nineteenth century rise in tourism in the hamlet of Warrensburgh was central to the economic stability of this North Country community. With the ebb of local industry during the early-to mid-twentieth century, tourism has emerged as central to the economy of the town. Evidence of recreational activities and second home development in Warrensburgh is displayed in a variety of extant resources - from hotels to seasonal homes to the large **Camp Echo Lake** property. Buildings associated with recreational and seasonal activity are significant under National Register Criterion A if they exist as a distinct property type recalling the importance tourism and recreation have played in the historic development of the community. They are also significant under National Register Criterion C if they are intact representative examples of late-nineteenth and early-twentieth century architectural design as adapted for use in the construction of inns, hotels, seasonal homes, camps, and other recreation/tourism related resources.

Registration Requirements

In order to qualify for listing, a building or group of buildings must retain integrity of form, setting, and materials that evoke the historic association with recreational and tourist activities during the period of construction. They should also retain a substantial degree of stylistic integrity as well as property type integrity. Only those resources that have retained their historic setting and which reflect the forms and functions associated with late-nineteenth and early-twentieth century recreational activity have been selected for nomination. While alterations may include roof and exterior wall resheathing, window and door replacements, and porch alterations, these should not preclude nomination - particularly if the historic setting amidst, for example a group of similarly designed buildings (as in the case of Camp Echo Lake) has been retained.

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6. Historic Districts, 1790-1950

Description

A historic district is a geographically and historically unified entity which is comprised of a collection of properties reflecting architectural trends from Federal to Streamline Moderne (c.1790-c.1950), as well as all major historic themes defining the evolution of the hamlet of Warrensburgh and identified in *Section E: Statement of Historic Contexts*. Stylistically, a historic district may include a range of vernacular to high-style adaptations. Archaeological sites may also be included within the boundaries of a historic district

Significance

The range of types, periods and methods of construction, as embodied by buildings located within the historic district, provides a comprehensive reading of the major historic themes and architectural traditions which characterized community development in the hamlet of Warrensburgh for a period of over one hundred and fifty years.

Registration Requirements

In order to qualify for registration, a historic district must possess a significant concentration, linkage, or continuity of sites, buildings, structures or objects united historically or aesthetically by plan or physical development. Contributing resources in the district should be relatively intact examples, which retain associative characteristics of their type and style. Each building should reflect its historic association with one of the major themes identified in the historic overview, and should have been built prior to 1950 (thus fulfilling the National Register fifty-year criterion). In the case of archaeological resources, obvious visible ruins associated with early industry in Warrensburgh may be included within a district without professional archaeological excavations and evaluation; however, any below ground prehistoric or historic resources must be verified through professional archaeological investigation prior to including them in a historic district.

Stylistic concerns are limited to architectural design reflective of the period spanning the late-eighteenth to early-twentieth centuries, and are the basis for criteria developed in relation to National Register Criterion C. Historic and architecturally significant buildings from this period can be expected to reflect a range of construction and design techniques, from modest and principally vernacular interpretations of the popular architectural styles of the day, to high style, substantial and sophisticated approaches to building design and execution.

All contributing resources within the district should reflect integrity of scale, design, setting and setback, thus revealing their historic location and function. This is an important aspect of eligibility determination, compensating for some loss of exterior integrity. While modifications and changes have been made to some buildings within the historic district, their integrity of association and feeling as part of, for example, an historic residential, commercial, or industry-associated neighborhood, compensates for a lack of external integrity. Expected alterations to buildings within the district are roof resheathing; modern door and/or window replacements; enclosed or renovated entry porches; side or rear additions; and asbestos or vinyl siding. However, if more than one or two of these changes has occurred, the overall integrity of the building should be considered significantly compromised rendering it a non-contributing resource within the district. Intact outbuildings should be considered as supportive of the overall integrity of a property. If, however, the property features a largely intact, primary structures, as well as an altered outbuilding, the outbuilding should not diminish the eligibility of the property as a contributing resource in the district.

District boundaries are determined by assessing the visual cohesion and historic continuity of groups of buildings, sites, structures and objects as well as their relation to contiguous properties. In this multiple property submission, a discontinuous district may occur when a significant cluster of contemporaneous buildings that share the same history as the larger district exist, but have been separated from the larger district by substantial intrusions and/or changes to the landscape that dramatically disrupt the flow and character of the district.

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G. Geographical Data

The Multiple Property Submission for The Historic and Architectural Resources in the Hamlet of Warrensburgh includes all the area within the hamlet of Warrensburgh, Warren County, New York, including that associated with Camp Echo Lake. (Please see attached maps A, B and C)

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H. Summary of Identification and Evaluation Methods

In response to what is perceived as a critical period in the development of the community, Warrensburgh Beautification Incorporated, a community-based organization, has embarked on a large-scale survey and nomination process for the hamlet. In doing so, they endeavor to cultivate pride in Warrensburgh's architectural resources and historic past, and to produce important educational resource and planning tools. Although the hamlet's Main Street and residential neighborhoods to the north and south of the Schroon River still retain a sense of historic association and architectural distinction, like many communities, the hamlet has lost important historic properties to modern commercial development.

The Intensive Level Survey of Historic and Architectural Resources in the Hamlet of Warrensburgh was completed by Jessica Roemischer in January, 1996, funded through grant programs administered by the Preservation League of New York State and through local fundraising efforts. This Multiple Property Submission, The Historic and Architectural Resources in the Hamlet of Warrensburgh, New York, is based upon the previously prepared Intensive Level Survey of the hamlet and prepared in accordance with New York State Office of Parks, Recreation and Historic Preservation (OPRHP/SHPO) recommendations made in April, 1996. As a result of this survey, a large historic district and twenty-three potentially eligible individual properties were identified. In consultation with OPRHP/SHPO, the district boundaries were defined and a nomination developed. However, the twenty-three properties outside the district boundaries that were identified as historically significant still remain to be evaluated for their individually eligibility for National Register listing.

Contained herein, the Multiple Property Documentation Form serves as the basis for evaluating the significance of individual properties and consists of: an historic overview; statement of associated historic contexts; associated property type statements; summary of identification and evaluation methods; geographical data; and bibliography. Appended to the Multiple Property Documentation Form is a nomination for a large historic district - the Hamlet of Warrensburgh Historic District - comprising a total of 218 properties. The historic district includes representative examples associated with all historic themes identified in the Intensive Level Survey, thus communicating a comprehensive sense of the hamlet's cultural development. While many North Country communities, for example, have lost their historic industrial buildings, Warrensburgh has retained a remarkably intact group of former mill buildings in close proximity to the south side of the Schroon River. These are accompanied by many well-preserved workers' homes and nineteenth century commercial properties originally included in a district established in 1975, the Warrensburgh Mills Historic District, which has been updated and expanded for the purposes of this nomination. One hundred and thirty-four additional properties located to the north of the Schroon River include more high-style and substantial residential, civic, religious, recreational and commercial buildings, including **Camp Echo Lake** - thus completing the picture of Warrensburgh's historic and architectural evolution.

As the basis for the current document, the Survey Methodology utilized for the purposes of the 1995 Intensive Level report was consistent with OPRHP/SHPO guidelines and standards for an intensive level survey undertaken in an area where a reconnaissance level survey has not been previously prepared. It reflected recommendations made by OPRHP/SHPO staff based upon site visits, familiarity with prior preservation work and eligibility determinations, and extensive cultural resources surveys prepared in conjunction with public works projects.

By meeting the following objectives, the Intensive Level Survey provided the basis for preparation of the Multiple Property Documentation Form and appended registration forms:

1. to establish the contexts and themes important in the history and development of the hamlet of Warrensburgh by synthesizing information from various sources, undertaken in order to provide a framework for evaluating the area's historic resources in the context of theme-related property types;
2. to develop, incorporating OPRHP/SHPO staff recommendations, a historic district or districts, which includes up-dating the formerly established and listed Warrensburgh Mills Historic District (1975);

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3. to inventory properties which are considered historically and/or architecturally significant, and which fall outside the boundaries of the historic districts;
4. to provide sufficient information so as to determine historic district boundaries and individual eligibility potential for properties located within the hamlet.

Research activity for both the intensive level survey and multiple property submission made extensive use of material from two cultural resource surveys - one prepared in 1986 by Marjorie Pratt for the Niagara Mohawk Power Corporation to address preservation concerns associated with the construction of the Adirondack 115 kilovolt transmission line from Warrensburgh to North Creek; and the other prepared by Joseph Sopko for the New York State Department of Transportation (1992) in conjunction with a proposed highway restoration and preservation project along Routes U.S. 9 and 418 in Warrensburgh. Historical works such as H.P. Smith's History of Warren County, and locally produced publications such as Marie H. Fisher's "Brief History of the Town of Warrensburgh," were also consulted.

Photographs and periodicals were of significant value, as was the input of local residents knowledgeable in town history. Historic maps were a most important source of information and were particularly useful in charting town and village growth and development, and in identifying the age and former uses of existing buildings.

Field activity confirmed and supplemented research activity, consisting of extensive observation of existing conditions. All public thoroughfares in the survey area were traveled by automobile. Individual buildings as noted on the base map were analyzed for historic significance and architectural integrity, with historic district boundaries outlined. Resources were cross-checked against historic maps to corroborate or to estimate original construction dates. Numerous Building-Structure Inventory Forms prepared over the last twenty years, and now in OPRHP/SHPO files, were helpful in determining construction dates, ownership and function. Archaeological investigations undertaken for the above-mentioned cultural resource surveys, as well as for a cultural resources survey of the Warrensburgh wastewater facilities (1988), are referred to in the historic overview section of the cover document. However, for the purposes of the Intensive Level survey as well as this report, no additional below-ground, archaeological investigation was made.

The Multiple Property Documentation Form provides information common to the group of properties presented in the accompanying historic district nomination. The nomination for the historic district included in this multiple property submission was prepared because this district is especially evocative of the historical ways of life associated with the five historic contexts identified in the Intensive Level Survey, and presented in Section E of the Multiple Property Documentation Form. These contexts have provided the basis for establishing associated property type categories. Registration requirements were developed in conjunction with recommendations from OPRHP/SHPO staff, and were based upon a thorough knowledge of the architectural and physical features of the town's historic neighborhoods and potentially significant individual properties, as derived from the initial survey.

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Building/Structure Documentation undertaken between 1973 and 1992 and concerning properties located within the Hamlet of Warrensburgh is held at the New York State Office of Parks, Recreation and Historic Preservation, Peebles Island, New York. Documentation, which includes that prepared for the Warrensburgh Mills Historic District and other individual properties, was written by the following individuals: Nancy Berkowitz; Frances Carlucci; Earl Coombs; Raymond Demers; Stewart Farrar; Marie Fisher; Armine Gurney; Kathryn Maltbie; Nathalie Menshausen; Patricia Morgan; Kenneth Morey; and Helen Somerville.

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