

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



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DEC 13 2013

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Whitehouse-Mechanicsville Historic District

other names/site number White House, New Bromley, Mechanics Ville

2. Location

street & number Old Route 28, Mill Road, Lamington Road, School Road  not for publication

city or town Readington Township  vicinity

state New Jersey code NJ county Hunterdon code 019 zip code 08888

3. State/Federal Agency Certification

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

Reh Broyer Asst + Commissioner 12/2/14  
Signature of certifying official/Title Date

NJ DEP  
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register.  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.

other, (explain:)

Edson H. Beall 3.17.15  
Signature of the Keeper Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply)

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

**Category of Property**

(Check only one box)

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

**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
140	40	buildings
4	0	sites
2	1	structures
1	0	objects
146	41	Total

**Name of related multiple property listing**

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

N/A

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

- DOMESTIC/ single dwelling
- DOMESTIC/ secondary structure
- GOVERNMENT/ fire station and post office
- RELIGION/ religious facility
- EDUCATION/ school
- FUNERARY/ cemetery

**Current Functions**

(Enter categories from instructions)

- DOMESTIC/ single dwelling
- DOMESTIC/ secondary structure
- COMMERCE/ general store
- RELIGION/ religious facility
- FUNERARY/ cemetery
- GOVERNMENT/ post office
- COMMERCE/ office building

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

- Italianate
- Bungalow/Craftsman
- Greek Revival
- Queen Anne
- Colonial Revival

**Materials**

(Enter categories from instructions)

- foundation STONE
- walls WOOD
- roof ASPHALT
- other

**Narrative Description**

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

8 Statement of Significance

Applicable National Register Criteria

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

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

Criteria considerations

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

Property is:

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

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

COMMUNITY DEVELOPMENT
ARCHITECTURE

Period of Significance

c. 1807 - 1935

Significant Dates

1807

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Unknown



Whitehouse-Mechanicsville Historic District  
Name of Property

Hunterdon, NJ  
County and State

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### 10. Geographical Data

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**Acreage of property** 265 Acres

#### UTM References

(Place additional UTM references on a continuation sheet.)

1            *Zone*    *Easting*    *Northing*  
2

3            *Zone*    *Easting*    *Northing*  
4

See continuation sheet

#### Verbal Boundary Description

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

#### Boundary Justification

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

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### 11. Form Prepared By

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name/title Ann Parsekian, Janice Armstrong, Dennis Bertland  
organization Dennis Bertland Associates date January 2013  
street & number P.O. Box 315 telephone 609-397-3380  
city or town Stockton state NJ zip code 08559

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### Additional Documentation

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Submit the following items with the completed form:

#### Continuation Sheets

#### Maps

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative **black and white photographs** of the property.

#### Additional items

(Check with the SHPO or FPO for any additional items)

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### Property Owner

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

name \_\_\_\_\_  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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

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



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# National Register of Historic Places Continuation Sheet

Whitehouse-Mechanicsville Historic District  
Hunterdon County, NJ

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## NARRATIVE DESCRIPTION

The Whitehouse-Mechanicsville Historic District is a predominantly 19<sup>th</sup>-century linear settlement that stretches along Old NJ Route 28 between County Route 523 on the west and Lamington Road on the east, and a section of the former New Jersey Turnpike bypassed in the construction of New Jersey State Route 22 in the 1940s. Located in northeast Hunterdon County in New Jersey's Piedmont geographical province, it occupies gently rolling land just south of Rockaway Creek, a major Raritan River tributary. The district encompasses two adjoining but historically distinct villages and together they consist of a church, two cemeteries, a combination general store and post office, a firehouse, several dozen dwellings, and two small modern office buildings. The district is bordered on the south by mid-late 20<sup>th</sup> century commercial development along Route 22 and the mid/late 20<sup>th</sup>-century Readington Farms dairy plant abuts it on the west. To the north of the district, which is bordered in part by the Rockaway Creek, there are widely scattered residences surrounded by pastures, open fields and forested areas. East of the district is a modern development of about two dozen houses on large lots.

The Whitehouse-Mechanicsville Historic District encompasses the entire surviving 19<sup>th</sup>-century village and portions of the land associated with farmsteads integral to the villages, but excludes the adjoining modern commercial cluster and residential development.<sup>1</sup> An inventory of district resources is included in this section, and all resources have been categorized as "contributing" or "non-contributing" to the district's historical significance. Contributing resources consist of 140 buildings, mostly 19<sup>th</sup> century dwellings and outbuildings; four sites, including two cemeteries and a mill site; two structures, a bridge and fence; and one object, a stone wall. Non-contributing resources include 36 buildings, mostly modern garages and outbuildings, as well as several modern dwellings. In addition archaeological resources may be present in the environs of identified district resources, such as the mill site.

The district is dominated by modestly scaled gable-roofed vernacular buildings of frame construction dating to the 19<sup>th</sup> century and the early decades of the 20<sup>th</sup> century, and exhibiting simple stylistic embellishments characteristic of that era. Most have retained their historic form and a fair amount of early detailing, and although many have been refurbished or enlarged, these alterations do not significantly affect the character of the district. There are also a number of more recent buildings, mainly outbuildings such as garages and shed, but also a number of infill houses, which in general are compatible in siting, scale, and form. Buildings within the district, which are predominantly dwellings and their associated outbuildings, are typically closely spaced on small lots and face the road with short setbacks. Behind the dwellings on the north side of Old Route 28 are a number of large, partially wooded parcels - most of which are now owned by Readington Township - that were originally fields associated with several farmhouses within the village, and are now preserved open space. Buildings generally are in good condition and well maintained with only a very few that exhibit neglect; surrounding yards similarly are well groomed, often featuring large trees and mature plantings. In many places, large deciduous trees overhang the street.

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<sup>1</sup> The Whitehouse Tavern, for which the village was named, was located west of the district and disappeared before 1927, probably in connection with a highway intersection improvement project. Highway improvements also destroyed the sites of the Van Horne mill and the first building of the Whitehouse Reformed Church, which were southwest of the district, within the current right of way of New Jersey State Highway Route 22. Still surviving south of the right of way are portions of the first cemetery of the Whitehouse Reformed Church and the adjoining Van Horne homestead.

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District roads follow their original routes, which date to the 18<sup>th</sup> and early 19<sup>th</sup> centuries. Old Route 28 and Mill and Lamington Roads all feature one travel lane in each direction, ranging from about twelve feet in width along Old Route 28 and eight feet in width along Mill and Lamington Roads, including shoulders. The width of Old Route 28 is somewhat greater at the west end of the district. School Road is a narrow lane approximately 10 feet wide and has one traffic lane. The paving on all roads in the district is asphalt, and none of the roads have painted center or sidelines. Concrete sidewalks line the north side of Old Route 28 as well as several brief sections along the south side of the street. There are no curbs on Mill, Lamington, or Schoolhouse Roads. The minimal signage in the district consists of standard road identification and traffic control signs. In general, lawns extend to the edge of the shoulder except in several locations along Old Route 28 where there are some sections with concrete curbs. Included within the district is a contributing two-span bridge carrying Mill Road over the Rockaway Creek.

The district's architecture is representative of the rural region's vernacular construction practices and building types. Construction is primarily frame on stone or masonry foundations and dwellings predominate, including at least one possible early duplex. There are three examples of the traditional 1½-story house, known as an East Jersey Cottage, which was common in the region at an early date (site #s 37, 60, 85; photo #s 14, 21, 25). Georgian design influences are evident in a number of 2-story, double-pile dwellings (#s 24, 27, 44, 56, 63, 64; photo #s 9, 20, 22, 36), as well as several side-hall plans of that type (#s 34, & 69) that illustrate the Georgian transformation of the type. Well represented in the district are the traditional, 2-story, gable-roofed types with single-pile plans, interior gable-end chimneys and generally regular fenestration patterns of three to five bays. Such houses (the I-type and its center and side-hall plan variants) are ubiquitous in the region's 19<sup>th</sup>-century housing stock, revealing Delaware Valley cultural influences. Examples include #s 58, 61, 73, 74, 75, 80, 81, 84, and 87 (photo #s 26, 38, 40). Two other significant early buildings in the district, site #s 4 and 50, feature gambrel roofs (photo #s 2, 19), evidence of influence from East Jersey/New York culture regions. One of the most impressive buildings in the district is the converted dwelling at site #56 (photo #20), a blocky form with a low-pitched hip roof, which is a distinctive interpretation from the second quarter of the 19<sup>th</sup> century of the classic center-hall-plan type in which the more steeply pitched gable and hip roofs common to earlier Georgian examples of the type has been replaced by the attic half-story and low pitched roof introduced locally around this time with the Greek Revival style.

Well represented with the category of popular building types are gable-front buildings such as #s 26, 27, 29, 39, 40, 43, 48, 49 (photo #s 9, 10, 17, 34), which were prevalent in the region during the second half of the 19<sup>th</sup> century and continuing into the beginning of the 20<sup>th</sup> century. Examples of L-plan buildings, a popular adaptation of the asymmetrical Italianate villa form that appeared in the mid-19<sup>th</sup> century, are site #s 31, 89, 95, 96, 97, 98 (photo #s 10, 27, 30). One house evokes on a very small scale the Italianate cubical villa form (site #53; photo #37). At site #101, an interesting transitional house grafts a square form and cross gable roof onto a classic center-hall-plan (photo #41). Popular forms that appeared at the end of the 19<sup>th</sup> century are represented in the district by a group of bungalows (site #s 55, 68, 71, 72, 76; photo #24) and two hipped roof examples of the form known as the "American Four-Square" (site #s 66 & 82; photo #s 23, 26). Also noteworthy within the district, adding to its distinctive character, are the nearly 40 dwellings that retain their open front porches, sev-

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eral of which feature decorative brackets (for example, site #s 1, 40, 63, 83, 91, and 95; photo #s 1, 17, 22, 26, 28, 30).

Many district dwellings exhibit decorative detailing, usually at the front entry or roof eaves, embellishments that were derived from the architectural styles popular in the 19<sup>th</sup> century. For example, the reeded pilasters and radial muntin fanlight surrounding the entry of #4 (photo #2) are characteristic of the Federal style; and the narrow side lights, built-up box cornice and wide friezes of several houses are typical Greek Revival details (site #s 51, 91; photo #28). Many of the district's houses feature stylistic details that are expressive of Victorian eclecticism and reveal Italianate, Gothic Revival and Queen Anne style influences: 1, 3, 29, 36, 38, 50, 53, 62, 63, 83, 85, 91, 93, 95 (photo #s 1, 10, 13, 16, 19, 22, 26, 28, 38). Several district houses have front cross gables, vergeboards or crossbracing, and/or pointed windows of Gothic Revival derivation (#s 29, 63, 83, & 89, photo #s 10, 22, 26, 27) The vergeboard trim, trefoil window and eared label hood molding of site #36 (photo #12) are of particular note. Two steeply pitched dormers of site #85 are also evocative of Gothic Revival (photo #25). The David Sanderson House (site #101) is a large mid-19<sup>th</sup> century transitional house that exhibits an elegant mixture of Gothic Revival (pointed arch windows) and Italianate (wide bracketed eaves) stylistic features (photo #41). Queen Anne style influences are relatively few, consisting primarily of embellishments such as decorative siding and turned porch posts, #s 3, 29, 33, 46, 62, 93, and 95 (photo #s 10, 11, 30). The parsonage at site 38 is the district building that is perhaps most elaborately embellished with Queen Anne motifs, including fishscale shingles on the roof and bay windows; however the building is traditional in its symmetrical form (photo #16). Stick style details appear on a carriage house and a small tenant cottage at Site #101. Colonial Revival influences are evident in the wrap-around porch with Tuscan columns added to typically vernacular types, for example at site #s 39, 46, 50, 51, 54, 56, 66, 74, 93, 96 and 97 (photo #s 19, 20, 23). The house at site #82 is a simply styled Colonial Revival (photo #26). Several good examples of Craftsman inspired bungalows are found within the district (site #s 68, 71, 72, 101; photo #s 24, 39),

The district also contains a number of institutional and commercial buildings. With its gable-fronted façade, projecting central bay crowned by a belfry, and symmetrical rectangular form and fenestration, the Whitehouse United Methodist Church (site #38, photo #15) conforms to the plan type used for churches in the region that appeared by the late 1700s and remained popular through part of the 19<sup>th</sup> century. Its roots lie in the earlier classically based designs of English architects Christopher Wren and James Gibbs. Built in 1867, the church incorporates Italianate motifs with its hooded round-headed openings and pedimented cornices. Another institutional building is the gable-fronted former Whitehouse schoolhouse (site #17), which has been converted to residential use. The crowned round arch window in the gable and the tall second story are surviving Italianate motifs. The East Whitehouse Fire Department (Site #45, photo #18) is housed in the original Mechanicsville Methodist Episcopal Church building (as the Whitehouse United Methodist Church was originally known), which was moved from its original location adjacent to the Methodist cemetery (site #99). The simple gable-front building was based upon the meetinghouse form and reportedly never had a spire. After moving, the building was converted for use as a blacksmith shop and then in 1940 altered once more for use as the Whitehouse Chemical Fire Company.

Representative of the gable-fronted commercial building type typical in the area's 19<sup>th</sup>-century villages is the Whitehouse General Store and Post Office. Accommodating both residential and commercial uses, (Site



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#94, photo #29), it is a gable-front frame building with a flat-roofed addition, and retains the traditional retail configuration of a central entry with paired doors flanked by large display windows, which is sheltered by a porch spanning the width of the building. This is presumably the store shown at the east end of the 1928 Sanborn map. The 1873 Beers Atlas does not show a store in the location, although the building is likely one of four depicted on the south side of the road at the east end of Mechanicsville. At the west end of the district is a small commercial building, now housing a flower shop, that was reportedly built as a gas station in the first quarter of the 20<sup>th</sup> century (site #57). A hip-roofed building with Craftsman influences, the gas station was moved several hundred feet east from its original location around 1941, in connection with the state highway bypass project.

Also of interest are the mostly 19<sup>th</sup>-century outbuildings associated with the district's dwellings and old farmsteads. Eleven barns (Site #s 15, 25, 27, 33, 36, 46, 52, 61, 75, 98, 101; photo #s 13 & 42) and fourteen wagon houses/carriage houses (Site #s 12, 13, 28, 29, 33, 40, 50, 59, 62, 63, 77, 79, 88, 101; photo #s 8 & 42), all of frame construction, except for a large rock-faced hollow concrete block barn at site #101, and dating from the mid-19<sup>th</sup> to early 20<sup>th</sup> century, survive. English barns are a common feature of northwestern New Jersey farmsteads, and the district's collection of barns includes three small examples (site #s 27, 75, 98). Among the wagon houses are both gable-fronted examples (site #s 28, 29, 33, 62, and 63), as well as examples with side-wall entries (site #s 40, 50, 77, 79 and 88). A sizable group of early 20<sup>th</sup> century outbuildings survives at site #101 including a barn of imposing size, a former creamery, and a shed all constructed of rock-faced hollow concrete block, a frame carriage house with Stick-style details in its center gable and a Queen Anne tower, and an early 20<sup>th</sup> century stone springhouse (or cold house). Other district outbuildings include privies (site #s 40, 53 and 90), sheds, and garages dating to the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

Two cemeteries are included within the district. At the west end of the district is the 1852 Rural Hill Cemetery (site #11; photo #5), which was the cemetery associated with the second location of the Whitehouse Reformed Church.<sup>2</sup> This sizable cemetery has frontage on Mill Road as well as Old Route 28 where the stone entrance gate is located. The second cemetery is located at the extreme eastern end of the district, adjacent to the original location of the first Mechanicsville Methodist Episcopal Church (site # 99, photo #31). Smaller than the Rural Hill Cemetery but similar in layout, the Methodist Cemetery is enclosed by a metal fence with brick and limestone piers.

Included within the district are two transportation and industrial resources. A pony truss bridge that carries Mill Road over the Rockaway Creek is a Pratt half hip design by an unknown builder dating to around 1905 (site #9, photo #4). Built on a fieldstone foundation, it is one of only a few riveted (rather than pin connected) Pratt half hips and is a good example of this more technologically advanced type. The site of an 18<sup>th</sup> century mill along the Rockaway Creek includes surviving foundation and millrace features and undoubtedly has further archaeological potential (site #8, photo #3).

In the following inventory, each principal structure and site is identified by a number that locates it on the accompanying district map. All entries are categorized as either "contributing" or "non-contributing" to the

<sup>2</sup> The first Reformed Church building was located southwest of the district next to the original cemetery, which survives in that location and is now owned by the D.A.R.

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significance of the district. All outbuildings included in the inventory are identified as either contributing or non-contributing with the designation (C) or (NC).

## INVENTORY

**7 Old Highway 28.** (HC Survey # WH-1) Frame, 2-story, gable-fronted **dwelling** consisting of a 5-bay, center-hall plan main block with paired interior chimneys with chimney pot stacks and a 2-story rear ell; and a rubble stone foundation.

**Style:** Italianate influences

**Date:** c. 1870

**Additional description:** Exterior features include central front gable, overhanging eaves, vinyl siding, 1/1 sash windows with modern shutters, slate roof with barge board with arched windows, transom over door, porch with squared posts and decorative scroll trim.

**Outbuildings:** Frame **garage** with gable-end entrance, clapboard siding and exposed roof rafter ends (early 20<sup>th</sup>) (C).

Contributing

B9/L17

Photo # 1

**2 2 Mill Road.** (HC Survey # WH-2) Frame, 2-story, 4-bay, gable-roofed **dwelling** with exterior brick chimney and 1<sup>1/2</sup>-story rear ell.

**Style:** None

**Date:** c. mid – late 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, vinyl siding, 1/1 sash windows with solid modern shutters, off-center door, shed-roofed porch with heavy turned posts and square railing, and rear 2<sup>nd</sup>-story screened sleeping porch

**Outbuildings:** Rubble stone **retaining wall** (early 20<sup>th</sup>)(C structure)

Contributing

B9/L18

**3 6 Mill Road.** (HC Survey # WH-3) Frame, 2-story, single pile, 2-over-3-bay, gable-roofed **dwelling** with 2-story rear ell and paired exterior chimneys with brick stacks.

**Style:** Queen Anne embellishment

**Date:** c. late 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, wood shingle siding, fish scale siding in side gable with multi-pane window, 2/2 sash windows some with wood storm windows, wood and glass door with raised panels. Front porch has a shed roof, turned posts and decorative trim and side porch has shed roof and turned posts.

**Outbuildings:** Frame, 1-story, vinyl sided **garage** (20<sup>th</sup>) (NC)

Contributing

B9/L19

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- 4 15 Mill Road.** (HC Survey # WH-6) Frame **dwelling** consisting of a 3-bay, 2-story, gambrel-roofed main block with double pile, probably side-hall, with paired double interior chimneys; 1 <sup>1/2</sup>- story, gable-roofed, 2-bay east wing; 1 <sup>1/2</sup>- story, gable-roofed, 2-bay west wing with 1-story flat roofed appendage; and rear 1-story appendage.

**Style:** Federal

**Date:** c. 1830/possibly earlier

**Additional description:** Exterior features include flush eaves, clapboard siding, 6/6 and 8/6 sash windows with wood panel shutters, round-arched 9/9 sash gable windows with radial muntin fanlight window, panel door with flanking pilasters and sidelight and glass transom, and gable roofed porch with square posts. This may be the Nicholas Stillwell house depicted on an 1807 survey of the New Jersey Turnpike.

**Outbuildings:** Frame **shed** with 6/6 window with shutters and batten Dutch door. (C)

Contributing

B13/L9

Photo # 2

- 5 1 Mill End Road.** Frame, 1-story, vinyl sided **dwelling**.

**Style:** Ranch

**Date:** c. late 20<sup>th</sup>

**Outbuildings:** None

Non-contributing

B13/L7

- 6 3 Mill End Road.** Frame, 1-story vinyl, sided **dwelling**.

**Style:** Ranch

**Date:** c. late 20<sup>th</sup>

**Outbuildings:** None

Non-contributing

B13/L8

- 7 5 Mill End Road.** Frame, 2-story, vinyl sided **dwelling** with 2-story shed roof porch with square posts.

**Style:**

**Date:** c. late 20<sup>th</sup>

**Outbuildings:** None

Non-contributing

B13/L22



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**8 Grist Mill ruins**

**Date:** c. 1757

Stone foundations and portions of the millrace survive.

Contributing

B13/L6

Photo # 3

**9 Bridge at Rockaway Creek (100R024)**

**Date:** c 1905

Two-span riveted Pratt half hip pony truss **bridge** supported on fieldstone substructure. Each 3-panel span is composed primarily of back-to-back angles with web gussets, which is not an uncommon style. Square-headed bolts hold the floor beams to the gusset plates. Original pipe railings remain. Minimal changes include concrete toe walls and welded outriggers. The bridge is undocumented, but it is one of the few riveted Pratt half hips and is a good example of its type. Split rail fence.

Contributing

B13/L6

Photo # 4

**10 11 Old Highway 28.** (Sprint Building) Brick, 1-story, 3-bay gable-roofed **office and equipment** building with 1-story flat-roofed appendage.

**Style:** None

**Date:** c. mid 20<sup>th</sup> century

**Outbuildings:** None

Non-contributing

B13/L11

**11 13 Mill Road.** (HC Survey # WH-7) Rural Hills Cemetery. Moderate-sized, tree-lined **cemetery**. Contains a variety of 19<sup>th</sup> & 20<sup>th</sup> century **stone monuments**.

**Style:** None

**Date:** c. 1852

Second cemetery of the Reformed Dutch Church of Rockaway.

**Outbuildings:** (1) **Stone wall** with 3 sets of stone piers at entrance (mid 19<sup>th</sup>)(C);  
(2) Masonry **mausoleum** (20<sup>th</sup>)(NC)

Contributing

B13/L10

Photo 5

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- 12 **15 Old Highway 28.** (HC Survey # WH-8) Frame, 2-story, 4-bay, gable- roofed **duplex dwelling** with 2-story, shed-roofed rear appendage and interior central chimney with brick stack.

**Style:** none

**Date:** c. 1840-50

**Additional description:** Exterior features include overhanging eaves with gable end returns, vinyl siding, 1/1 sash windows with modern louvered shutters, inner bay entry with paired glass-and-panel doors, wrap-around porch with square posts and railings.

**Outbuildings:** (1) Frame 2-story, 2 bay, **wagon house** with gable end entry (19<sup>th</sup>)(C);(2) Frame, 1-story gable-roofed **shed** (19<sup>th</sup>) (C)

Contributing

B13/L13

Photo #

- 13 **19 Old Highway 28.** (HC Survey # WH-9) Frame, 2-story, double pile, 3-bay, gable- roofed **dwelling** with interior gable end chimney and 2- story rear appendage, 1-story and shed-roofed side wing.

**Style:** Greek Revival influence

**Date:** c. Mid 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves with end returns, vinyl siding, vinyl replacement windows, and shed-roofed porch with pilasters and square posts.

**Outbuildings:** Frame 2-story **wagon house** with sidewall entry, vertical siding, overhanging and batten sliding door (mid /late19<sup>th</sup>)(C)

Contributing

B13/L14

Photo # 8 & 32

- 14 **21 Old Highway 28.** Frame, 1-story, 2-bay, gable- fronted **dwelling** with exterior block chimney.

**Style:** None

**Date:** c. 1910-30

**Additional description:** Exterior features include synthetic shingle siding, exposed rafter ends, 1/1 sash windows, glass-and-panel front door, 2-bay hip-roofed front porch with square posts and railings and rear shed-roofed porch.

**Outbuildings:** Frame, 1-story **garage** with gable end entry, 1/1 window and door with strap hinges (early 20<sup>th</sup>)(C).

Contributing

B13/L15

Photo # 33

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- 15 **25 Old Highway 28.** Frame, 2-story, 5-bay, gable- roofed **duplex dwelling** with exterior chimney with brick stack and rear 1 - story shed roofed appendage.

**Style:** None

**Date:** c. mid 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, vinyl siding, vinyl replacement windows with modern shutters, inner-bay entry with panel door and 4-pane sidelight, shed-roofed front porch with square posts and enclosed side porch.

**Outbuildings:** Frame, 2-story, 3 bay **barn** with sidewall entry, clapboard siding, 6/6 2<sup>nd</sup>-story windows (late 19<sup>th</sup>)(C).

Contributing B13/L16

- 16 **27 Old Highway 28.** Frame, 2-story, 3-bay, gable- roofed **dwelling** with interior chimney with brick stack and side 1 - story shed roofed appendage.

**Style:** Colonial Revival

**Date:** c. 1915-30

**Additional description:** Exterior features include overhanging eaves with eave returns forming pediment, slate roof, clapboard siding, 1/1 sash windows with plain trim, solid panel front door, and pent gable-roofed porch with square, paneled posts.

**Outbuildings:** Frame, 1<sup>1/2</sup>-story, gable-roofed **garage** (early 20<sup>th</sup>)(C)

Contributing B13/L75

- 17 **29 Old Highway 28.** (HC Survey # WH-10) (Former grange/school) Frame, 2-story, 3-bay, gable- fronted **school or social hall** with interior chimney with brick stack, stone foundation, and frame, 1 – story, 3-bay, gable-roofed side appendage.

**Style:** Italianate influence

**Date:** c. 1860-73

**Additional description:** Exterior features include overhanging eaves with end returns, box cornice with returns that is carried on raking eaves, vinyl siding, ½ sash windows with modern shutters, stone foundation. Second story has double loft door and original trim; round, arched gable window; recessed entrance.

**Outbuildings:** None

Contributing B13/L17



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- 18 **31 Old Highway 28.** Frame and brick, 1-story, 4 bay, gable-roofed **dwelling** with interior chimney.

**Style:** Ranch  
**Date:** c. 1980  
**Outbuildings:** None

Non-contributing B13/L18 Photo # 7

- 19 **33 Old Highway 28.** Frame, 2-story, 4 bay, gable-roofed **dwelling** with interior chimney and vinyl siding.

**Style:** Split level  
**Date:** c. 1970-80  
**Outbuildings:** None

Non-contributing B13/L19 Photo # 7

- 20 **35 Old Highway 28.** Frame, 2-story, hipped-roofed **dwelling** with interior chimney and shingle siding.

**Style:** Split level  
**Date:** c. 1970  
**Outbuildings:** 1-story frame garage (20<sup>th</sup>)(NC)

Non-contributing B13/L20

- 21 **Old Highway 28.** (HC Survey # WH-11. Frame 2-story **barn** with clapboard siding.

**Style:** None  
**Date:** c. late 19<sup>th</sup>/early 20<sup>th</sup>  
**Outbuildings:** Frame, 1-story **shed** with overhanging eaves with exposed rafter ends, wood single siding, and batten door (late 19<sup>th</sup>/early 20<sup>th</sup>)(C).

Contributing B 13/L21

- 22 **39 Old Highway 28.** (HC Survey # WH-12) Frame, 1-story, 3-bay, gable-roofed **dwelling** with interior chimney

**Style:** Craftsman influence  
**Date:** c. Early 20<sup>th</sup>  
**Additional description:** Exterior features include front gable with wood shingle siding, clapboard siding, 1/1 sash windows with modern shutters, wood front door, segmental arched entry hood with stick brackets and a side screened porch.  
**Outbuildings:** Cement block, 1-story, 3 bay **garage** with gable roof (mid-20<sup>th</sup>)(NC)

Contributing B13/L23.03

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- 23 **41 Old Highway 28.** Frame, 1-story, 3-bay, gable-fronted **dwelling** with interior chimney.

**Style:** Craftsman influence

**Date:** c. Early 20<sup>th</sup>

**Additional description:** Exterior features include pented front gable with wood shingle siding, clapboard siding, 1/1 sash windows with wood multi-board shutters, wood front door with 6-pane glass window, gable entry hood.

**Outbuildings:** None

Contributing

B13/L23.02

- 24 **43 Old Highway 28.** Frame, 1 ½ -story, 4 bay, gable-roofed, double pile **duplex dwelling** with interior chimney.

**Style:** Craftsman influence

**Date:** c. early 20<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, large gable dormer, vinyl siding, 1/1 sash windows and gable-roofed porch with single-clad and pented gable and replacement posts and railings.

**Outbuildings:** None

Contributing

B13/L23.01

- 25 **45 Old Highway 28.** Frame, 2-story, 3 bay, gable-roofed **dwelling** with attached garage, interior chimney and vinyl siding.

**Style:** None

**Date:** c. 1990

**Outbuildings:** None

Non-contributing

B13/L24.01

Photo # 6

- 26 **47 Old Highway 28.** Frame, 2-story, 4 bay, gable-fronted, double pile **dwelling** with interior chimney.

**Style:** None

**Date:** c. late 19<sup>th</sup>/early 20<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, vinyl siding, 1/1 sash windows with modern shutters, wood door with two long glass windows above 2-panels with bolection molding, and hip-roofed porch with square posts and railings.

**Outbuildings:** None

Contributing

B13/L25

Photo # 9 & 10

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- 27 **49 Old Highway 28.** (HC Survey # WH-13) Frame, 2-story, 3- bay, gable-fronted, double pile **dwelling** (possibly a duplex originally) with interior chimney and rear 1-story, shed roofed appendage and frame 1-story, 2-bay, flat roofed side appendage.

**Style:** None

**Date:** c. late 19th

**Additional description:** Exterior features include overhanging eaves with end returns, asbestos siding, 1/1 vinyl replacement windows with modern panel shutters Italianate hood moldings on front facade, stone foundation and enclosed shed-roofed porch.

**Outbuildings:** Frame, 2-story **barn** with metal roof (late19<sup>th</sup>)(C).

Contributing

B13/L24

Photo # 9

- 28 **51 Old Highway 28.** (HC Survey # WH-14) Frame, 2-story, 4 over 5- bay, gable-roofed **dwelling** with exterior gable-end chimney and rear 1-story, gable- roofed appendage.

**Style:** None

**Date:** c. 1820-40

**Additional description:** Exterior features include overhanging eaves, vinyl siding, 6/6 sash windows with modern panel shutters, and central entry with panel doors and gabled hood molding.

**Outbuildings:** Frame, 1 ½-story, gable-front **wagon house** with overhanging eaves, clapboard siding and gable-end entry with batten doors (19<sup>th</sup>)(C)

Contributing

B13/L26

Photo # 10

- 29 **53 Old Highway 28.** (HC Survey # WH-15) Frame, 2-story, 3- bay, gable-fronted **dwelling** with exterior side-wall chimney with brick stack and modern rear 2-story frame addition with interior chimney with brick stack.

**Style:** Gothic Revival influence/Queen Anne embellishment

**Date:** c. 1860-80

**Additional description:** Exterior features include overhanging eaves with exposed rafter ends, slate roof, jig-saw-cut scalloped bargeboards on raking eaves, vinyl siding, 1/1 sash windows with raked hood molding, modern shutters, and wrap-around porch with turned posts and square spindle railings.

**Outbuildings:** Frame, 1 ½-story **wagon house** with novelty siding and modern door (early 20<sup>th</sup>)(C).

Contributing

B13/L 27

Photo # 10



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**30 55 Old Highway 28.** Frame, 2-story, 3-bay, gable-roofed **dwelling**.

**Style:** None

**Date:** c. 2000

**Outbuildings:** None

Non-contributing

B13/L30

Photo # 10

**31 57 Old Highway 28.** (HC Survey # WH-16) Frame, 2-story, 2-bay, gable-fronted **dwelling** with exterior chimney with brick stack and frame, 2-story, gabled-roofed appendage with interior chimney.

**Style:** None

**Date:** c. late 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, slate roof, vinyl siding, 1/1 sash windows with modern shutters, enclosed wrap-around porch with brick piers. Solar panels are on side appendage roof.

**Outbuildings:** Frame 3-car **garage** with woodstove (mid 20<sup>th</sup>) (NC).

Contributing

B13/L28

Photo # 10

**32 59 Old Highway 28.** Frame, 2-story, 3-bay gable-roofed **dwelling** with rear 2-story flat-roofed appendage and interior chimney.

**Style:** None

**Date:** c. 2000

**Outbuildings:** None

Non-contributing

B13/L29

Photo # 10

**33 63 Old Highway 28.** (HC Survey # WH-19) Frame, 2-story, gable-roofed, **dwelling** consisting of 5-bay, single pile main block with interior west gable-end chimney (brick stack) and 2-story rear ell and 2-story, 2-bay extension on east side or rear ell.

**Style:** Italianate/Queen Anne embellishment

**Date:** c. 1850-70

**Additional description:** Exterior features include built-up box cornice with returns and brackets that is overhanging on raking eaves, clapboard siding, 2/2 sash windows with modern shutters, glass and panel front door, and shed-roofed porch with turned posts and scroll brackets.

**Outbuildings:** (1) Frame, 2-story, gable-fronted **wagon house** with clapboard siding and batten doors (late 19<sup>th</sup>)(C); (2) Frame, 2-story **barn** (remodeled as a dwelling) with gable end entry, overhanging eaves, sash windows and porch with turned posts (late 19<sup>th</sup>)(C).

Contributing

B13/L31.01

Photo # 11

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- 34 65 Old Highway 28.** (HC Survey # WH-20) Frame, 2-story, 3 -bay, gable-roofed, single- pile **dwelling** with rear 2-story gable-roofed appendage with exterior chimney and shed-roofed east appendage.

**Style:** None

**Date:** c .1830-60

**Additional description:** Exterior features include overhanging eaves, aluminum siding, 1/1 sash windows, and enclosed hip-roofed front porch.

**Outbuildings:** None

Contributing

B13/L32

Photo #

- 35 67 Old Highway 28.** (HC Survey # WH-21) Frame, 2-story, 4-bay, gable-roofed **duplex dwelling** with interior paired gable end chimneys and exterior block chimney and rear 2-story gable-roofed appendage.

**Style:** Italianate influence

**Date:** c. 1840-1860

**Additional description:** Exterior features include central front gable, overhanging eaves, raking eaves, vinyl siding, 6/6 sash windows, modern louvered shutters, paired inner-bay entries with glass-and-panel doors and porch with dentil bargeboard in cornice, turned posts and modern railings.

**Outbuildings:** Frame **shed** (20<sup>th</sup>)(NC)

Contributing

B13/L33

- 36 69 Old Highway 28.** (HC Survey # WH-22) Frame, 1<sup>1/2</sup>-story, 2-bay, gable-fronted **dwelling** with rear and side 1-story shed-roofed appendages and exterior pipe chimney.

**Style:** Gothic Revival

**Date:** c. 1860-80

**Additional description:** Exterior features include overhanging eaves with decorative trim, clapboard siding, 6/6 sash windows with eared label hood molding, trefoil attic window with molded trim and enclosed porch.

**Outbuildings:** Frame, 2-story, gable-roofed **barn** with clapboard siding, front cross gable, overhanging eaves, clapboard siding, 6/6 windows with shutters and modern garage door (late 19<sup>th</sup>)(C).

Contributing

B13/L34

Photo # 12, 13 & 35

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- 37 **71 Old Highway 28.** (HC Survey # WH-23) Frame, 1<sup>1/2</sup>-story, 5-bay, gable-roofed single-pile **dwelling** with interior chimney with brick stack and rear 1-story shed-roofed appendage.

**Style:** Craftsman/Colonial Revival embellishments

**Date:** c. 1830-50

**Additional description:** Exterior features include central front gable with round-arched window (closed shutters), overhanging eaves, shingle siding with decorative gable pattern and kick at 2<sup>nd</sup> -floor, 1/1 sash windows on front, 6-light knee wall windows, and side gable multi-pane windows, corner "pilaster" trim on 1<sup>st</sup>-story level, and enclosed shed-roofed porch.

**Outbuildings:** None

Contributing

B13/L35

Photo # 14

- 38 **73 Old Highway 28.** (HC Survey # WH-24 & 25) Whitehouse United Methodist Church. Frame and brick, 2-story, gable-fronted **church** 3-bay-wide and 5-bays deep with central, slightly projecting bell tower on front; concrete block, 2-story, 4-bay, gable-roofed rear addition, 2-story side handicap access entrance, and interior chimneys.

**Style:** Italianate

**Date:** c. 1867 (Snell p. 499)

**Additional description:** Exterior features include overhanging eaves with end returns and dentil detail, clapboard siding, round arched entry, double doors, fanlight, 3 front arched windows with stained glass, side multi-pane 20/20 arched windows with center window shuttered on upper half; steeple has square belfry, shingle siding scrolled decorative trim and ogee roof. The church was originally founded as the Mechanicsville Methodist Episcopal Church.

**Outbuildings:** (1) **75 Old Highway 28.** Church parsonage. Frame, 2-story, 3-bay, gable-roofed with jerkin head cross gable **dwelling** with small rear frame 1-story shed-roofed appendage, and interior chimneys. Exterior features include overhanging eaves with end returns, clapboard and decorative shingle siding, pattern slate roof, 1/1 replacement windows, two 2-story 3-window bays with fish scale shingles and turret roof; center entrance with wood and multi-pane glass door with transom and sidelights; porch with turned posts and decorative trim (19<sup>th</sup>)(C). (2) Frame 1-story **garage** with overhanging eaves, clapboard siding and modern garage doors (20<sup>th</sup>)(C); (3) Block 1-story **shed** with gable end entry and boarded up windows and doors (20<sup>th</sup>)(NC).

Contributing

B13/L36

Photo # 15 & 16

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- 39 77 Old Highway 28.** (HC Survey # WH-26) Frame, 2-story **dwelling** (former store and post office) consisting of 3-bay, gable-fronted, double pile main block with exterior chimney (brick stack); a frame, 1-story, 3-bay, shed-roofed side wing and frame 1-story shed-roofed rear wing.

**Style:** Colonial Revival embellishment

**Date:** c. 1890-1910

**Additional description:** Exterior features include overhanging eaves with exposed rafter ends, clapboard siding with fish scale shingle in the gable, 1/1 sash windows, front boxed bay and 3 window side bay, "Palladian" front gable window with tracery muntins, and shed-roofed porch with tapered round columns and square railing.

**Outbuildings:** Wood **gazebo** (20<sup>th</sup>)(NC)

Contributing

B13/L38

Photo # 34

- 40 79 Old Highway 28.** (HC Survey # WH-27) Frame, 2-story, 3-bay, gable-fronted **dwelling** with interior chimney with brick stack and small 1-story, flat roofed side appendage.

**Style:** None

**Date:** c. 1860-80

**Additional description:** Exterior features include overhanging eaves with end returns, cornice with dentil detailing, clapboard siding, 2/2 sash windows with hood trim, arched 2/2 gable windows, left bay entry with wood door with 6/6 window; front porch with dentil trim detailing, curved spandrel brackets with center finial between square chamfered posts and square columns with cap shoulder and base moldings set on paneled pedestals and side porch with square posts and railings; stone foundation

**Outbuildings:** (1) Frame, 2-story **wagon house** with strap hinges (19<sup>th</sup>)(C); (2) Frame **privy** (19<sup>th</sup>)(C); (3) Frame **shed** with finial on roof (19<sup>th</sup>)(C);(4) Patio made of large **curbstones** discarded during road widening (19<sup>th</sup>)(C).

Contributing

B13/L39

Photo # 17

- 41 81 Old Highway 28.** (HC Survey # WH-28) Frame, 2-story, 3-bay, cross-gabled **dwelling** with 2-story, 1-bay modern side addition, shed-roofed, 1-story, side appendage and interior chimney.

**Style:** Craftsman embellishment

**Date:** c. late 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, cornice with dentil detailing, clapboard siding, replacement windows with wide trim and wood louvered shutters, panel door with bolection moldings and 3 pane transom and front porch with square tapered posts on square piers.

**Outbuildings:** None

Contributing

B13/L40

Photo #

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- 42 **85 Old Highway 28.** (HC Survey # WH-29) Frame, 1 <sup>1/2</sup>-story, 3-bay, gable-roofed **dwelling** with small 1-story, shed-roofed rear appendage and interior chimney.

**Style:** Craftsman influence

**Date:** c. Early 20<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, synthetic siding, 1/1 sash windows, dormer with 3-pane window, and porch with square posts with molded capital and base on brick piers and turned balustrades.

**Outbuildings:** None

Contributing B13/L41

- 43 **87 Old Highway 28.** (HC Survey # WH-30) Frame, 2-story, 2-bay, gable-fronted **dwelling** with exterior block chimney (terra cotta chimney pot) and 1-story wings on each side.

**Style:** None

**Date:** c. 1860

**Additional description:** Exterior features include overhanging eaves with plain bargeboards, clapboard siding, multi-paned/1 sash windows on 1<sup>st</sup>-story, 2/2 sash windows on 2<sup>nd</sup> floor, louvered shutters, 4 pane diamond gable window, and shed-roofed porch with turned posts.

**Outbuildings:** (1) Frame **garage** with hipped roof and clapboard siding (early 20<sup>th</sup>)(C); (2) Frame **shed** with clapboard siding (early 20<sup>th</sup>)(C).

Contributing B13/L42

- 44 **89 Old Highway 28.** (HC Survey # WH-31) Frame, 2-story, 4-bay, gable-roofed, double pile **dwelling** with modern 2-story, flat roofed rear addition and interior gable end chimney with brick stack.

**Style:** None

**Date:** c. Mid 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, vinyl siding, and replacement windows.

**Outbuildings:** Frame **shed** (20<sup>th</sup>)(NC).

Contributing B13/L43 Photo # 44

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- 45 93 Old Highway 28.** Masonry and brick, 2-story, 4-bay, gable-fronted **firehouse** with 2-story, side and rear additions and exterior chimney with brick stack.

**Style:** None

**Date:** c. 1845

**Additional description:** Exterior features include overhanging eaves and 3 arched gable windows. The building was the original Mechanicsville Methodist Episcopal Church, which was sold and moved from original location in front of M.E. cemetery when current building was constructed in 1867. It was used as a blacksmith shop until it was converted for fire department.

**Outbuildings:** Frame **shed** (20<sup>th</sup>)(NC).

Contributing

B13/L74

Photo # 18

- 46 97 Old Highway 28.** (HC Survey # WH-33) Frame, 2-story, gable-roofed **dwelling** consisting of a single pile main block built in two or three parts (4-bay section and one or two east extensions) with paired interior masonry gable end chimneys and .2-story rear gable-roofed appendage and modern 2-story flat roofed rear appendage.

**Style:** Queen Anne/Colonial Revival embellishment

**Date:** c. mid/late 19<sup>th</sup>

**Additional description:** Exterior features include boxed overhanging eaves, clapboard siding, 1/1 sash windows, gable windows with curved-muntin upper sash, side bay window decorative corner trim, panel and glass door with sidelights with pilaster motif and flat-roofed porch with round posts, square railings and gable at steps with decorative shingling.

**Outbuildings:** Frame, 2-story **wagon house/barn** with clapboard siding, sliding doors, upper opening with strap hinges and shed-roofed side appendage (late 19<sup>th</sup>/early 20<sup>th</sup>)(C).

Contributing

B13/L45

- 47 99 Old Highway 28.** Frame, 2-story, 3-bay, gable-roofed **dwelling** with interior gable end chimney with brick stack and exterior brick chimney and 2-story, shed-roofed rear appendage.

**Style:** None

**Date:** c. mid 19<sup>th</sup>

**Additional description:** Exterior features include flush eaves, clapboard siding, 1/1 sash windows with modern louvered shutters, center entry with glass and panel door and shed-roofed porch with turned posts and modern railings.

**Outbuildings:** Frame 1-car **garage** with shingle siding and batten doors hung on cross-garnet hinges (early 20<sup>th</sup>)(C).

Contributing

B13/L46

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- 48 101A Old Highway 28.** (HC Survey # WH-34) Frame, 2-story, 1-over-2-bay, gable-fronted **dwelling** with interior chimney and 1-story, gable-roofed rear appendage.

**Style:** None

**Date:** c. late 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, vinyl siding, 4/4 sash windows with modern louvered shutters, 2/2 gable window with triangular pediment, side bay entry with panel and glass door and shed-roofed porch with square posts and railings.

**Outbuildings:** None

Contributing B13/L46

- 49 101 Old Highway 28.** (HC Survey # WH-35) Frame, 2-story, 2-over 3-bay, gable-fronted **dwelling** with interior chimney with brick stack.

**Style:** None

**Date:** c. mid-late 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, vinyl siding, sash windows with modern louvered shutters, 2/2 gable window, center entry with solid wood door, small gable-roofed porch with square posts and railings and stone foundation.

**Outbuildings:** None

Contributing B13/L47

- 50 103 Old Highway 28.** (HC Survey # WH-36) Kearns Funeral Home. Frame, 2-story, 5-bay, gambrel-roofed **dwelling** (used for commercial) with paired interior gable end chimneys and a rear ell.

**Style:** Federal; Gothic and Colonial Revival embellishment

**Date:** c. 1810-30, remodeled c.1860

**Additional description:** Exterior features include central front gable, built-up box cornice carried on raking flared eaves, vinyl siding, 12/12 sash windows with architrave trim, modern louvered shutters, round arched 12 pane end gable window, point arched front gable windows with "Gothic" sash center entry with symmetrical molded trim, 4-pane sidelight and 4-pane transom, and gable-roofed porch with pediment box cornice with frieze and clustered Tuscan columns; side porch with box cornice, roof balustrade and Tuscan columns.

**Outbuildings:** (1) Frame 1 1/2-story **wagon house** with clapboard siding, slide door and side shed addition (19<sup>th</sup>)(C); (2) Frame 1 1/2-story **wagon house** (converted to residence) with clapboard siding (19<sup>th</sup>)(C).

Contributing B13/L48 Photo # 19



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- 51 105 Old Highway 28.** (HC Survey # WH-37) Frame, 2-story, 3-bay, gable-roofed **dwelling** with 1-story, flat roofed rear appendage and exterior chimney with brick stack.

**Style:** Greek Revival influences; Colonial Revival embellishment

**Date:** c. mid 19<sup>th</sup>

**Additional description:** Exterior features include box cornice with returns that is carried on raking eaves, vinyl siding, 6/6 sash windows, paired picture windows, center entry with panel and glass door and 4-pane sidelight and 3 pane transom, and hipped-roofed porch with Tuscan columns.

**Outbuildings:** Frame **shed** (20<sup>th</sup>)(NC)

Contributing B13/L49

- 52 1 Lamington Road.** Frame, 2-story, 2-bay, gable-roofed **dwelling** with 2-story, gable-roofed side addition, rear 1-story wing and exterior stone chimney.

**Style:** Craftsman/Colonial Revival influence

**Date:** c. 1910-25; mid 20<sup>th</sup>

**Additional description:** Exterior features include box cornice with returns that is carried on raking eaves, clapboard and shingle siding, 6/6 sash windows, semi-hexagonal bay window in main block, picture window in side addition, panel and glass door with sidelights and hipped-roofed porch with dentil cornice and square columns with panel shafts.

**Outbuildings:** Frame **barn** with shed appendage, jerkin head roof, sliding doors, loft opening and 6-pane gable window (early 20<sup>th</sup>)(C).

Contributing B13/L50

- 53 3 Lamington Road.** (HC Survey # WH-38) Frame, 2-story, 3-bay, low-pitched, gable-roofed, single pile **dwelling** with rear 2-story, flat roofed appendage, 2-story gable-roofed rear addition and 2 interior chimneys with brick stack.

**Style:** Italianate influence

**Date:** c. mid 19<sup>th</sup>

**Additional description:** Exterior features built-up box cornice with frieze that is carried on raking eaves, clapboard siding, 4/4 sash front façade windows, 6/6 sash side façade windows, louvered shutters, pane front door and 1-bay flat-roofed porch with box cornice and square posts.

**Outbuildings:** (1) Frame **privy** (19<sup>th</sup>)(C);(2) Masonry **garage** with gable roof (20<sup>th</sup>)(NC);

Contributing B13/L52 Photo # 37

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- 54 2 Lamington Road.** Frame, 2-story, 2-bay, gable-roofed **dwelling** with small 1-story, flat roofed side appendage and interior chimney with brick stack.

**Style:** Colonial Revival embellishment

**Date:** c. 1910-25; earlier and remodeled

**Additional description:** Exterior features include box cornice, shingle siding, 2/2 sash windows, and hipped-roofed porch with box cornice; Tuscan columns and square-spindle railing.

**Outbuildings:** Frame **garage** with clapboard siding and strap hinges (early 20<sup>th</sup>)(C).

Contributing B14/L26

- 55 107 Old Highway 28.** Frame, 2-story, 4-bay, gable-roofed with front gable **dwelling** with interior chimney.

**Style:** Craftsman

**Date:** c. Early 20<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, shed dormer, clapboard (lower) and shingle (upper) siding, 1/1 sash windows, and porch whose shed roof continues main roof slope with shingled columns and square wood railings.

**Outbuildings:** Frame **garage** with vinyl siding (20<sup>th</sup>)(NC).

Contributing B14/L27

- 56 408 Route 22 West.** (HC Survey # WH-5) Coldwell Banker. Frame, 2 and ½ -story, 5-bay, hipped-roofed, double-pile **dwelling** with paired interior chimneys and 1-story, 1-bay hipped-roofed side appendage.

**Style:** Greek Revival; Colonial Revival embellishment

**Date:** c. 1830-50

**Additional description:** Exterior features include box cornice (frieze and architrave obscured by siding), paneled cornice pilaster, vinyl siding, 6/6 sash windows with louvered shutters, multi-paned window in appendage, attic-story windows covered with decorative metal grates; east façade porch has hipped roof and round columns on brick piers; 3-bay rear, flat roof porch with fluted columns with masonry pedestals. Probably the P.F. Voorhees house shown on Beer's Atlas. After prohibition, the building became a roadhouse tavern. Later it reverted to residential use prior to again being converted to commercial use

**Outbuildings:** (1) Frame, 1-story, hipped-roofed storage **shed** with clapboard siding, 2 modern picture window and door, corner pilaster trim (20<sup>th</sup>)(C); (2) Frame gable-roofed **shed** with clapboard siding (20<sup>th</sup>)(NC).

Contributing B17 /L21 Photo # 20

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- 57 406 Route 22 West.** (HC Survey # WH-42) Frame, 1-story, 1-bay, hipped-roofed, **commercial building** with 1-story, 1-bay flat-roofed appendage.

**Style:** Craftsman influence

**Date:** c. 1910-30

**Additional description:** Exterior features include wide overhanging eaves, vinyl siding, 6/6 sash windows and wood louvered shutters. Originally built as a service station, the building was moved about 1941 in connection with the state highway dualization project, from its original location several hundred feet west. It may be the gas station depicted on the 1940 NJ State Highway Route 28 map.

**Outbuildings:** None

Contributing B17/L1.01

- 58 2 Old Highway 28.** (HC Survey # WH-41) Frame, 2-story, 3-bay, gable-roofed **dwelling** with interior chimney with brick stack; 1 ½-story, gable-roofed side addition and 2-story rear appendage.

**Style:** None

**Date:** c. early 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, vinyl siding, 1/1 sash windows, glass and panel 6-paned door, single panel sidelights, and stone and masonry entry steps.

**Outbuildings:** None

Contributing B17/L1 Photo # 38

- 59 4 Old Highway 28.** (HC Survey # WH-43) Frame, 2 and ½-story, 4-bay, gable-roofed **dwelling** with 2-story, gabled front appendage and exterior chimney with brick and block stack.

**Style:** Craftsman embellishment

**Date:** c. early 19<sup>th</sup>/enlarged and renovated early 20<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves with bargeboards, gabled dormers, vinyl siding with fish scale in gable, 6/6 sash windows, and stick-bracketed hood over front door.

**Outbuildings:** Frame, 2-story, gambrel-roofed **wagon house** with gable end entry, flared eaves and exposed rafter ends, clapboard siding, shingle roof, 1/1 sash window, and dormer (early 20<sup>th</sup>)(C).

Contributing B17/L2

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- 60 6 Old Highway 28.** (HC Survey # WH-44) Frame, 1 ½ -story, 6-bay, gable-roofed **dwelling** (built in 2 sections) consisting of a 4-bay unit with interior gable-end chimneys (brick stack) and a 2-bay west gable-end extension.

**Style:** Greek Revival influence; Craftsman embellishment

**Date:** c. 1810-30

**Additional description:** Exterior features include flush eaves, clapboard siding, paneled corner pilasters, 6/2 and 6/6 sash windows, three 4-paned knee wall windows; multi-paneled door with sidelights and flanking pilasters, and gable-roofed porch with square posts.

**Outbuildings:** Frame **shed** with clapboard siding and strap hinges on door (early 20<sup>th</sup>)(C).

Contributing

B17/L3

Photo # 21

- 61 8 Old Highway 28.** (HC Survey # WH-48) Frame, 2-story, 5-bay, gable-roofed **dwelling** with rear 1-story, shed roofed appendage and exterior chimney with brick stack.

**Style:** None

**Date:** c. 1840

**Additional description:** Exterior features include overhanging eaves, vinyl siding, 6/6 sash windows with modern solid shutter and central entry with flanking pilaster strips and modern glass and panel door. Front porch has been removed.

**Outbuildings:** Frame, 2-story **barn** (converted to residence) with clapboard siding. (19<sup>th</sup> with 20<sup>th</sup> renovations)(NC)

Contributing

B17/L

B17/L19

- 62 18 Old Highway 28.** (HC Survey # WH-52) Frame, 2-story, 3-bay, gable-fronted **dwelling** with interior chimney with brick stack.

**Style:** Italianate and Queen Anne embellishment

**Date:** c. late 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, slate roof, asbestos shingle siding, 2/2 sash windows with cornice moldings, 2/2 segment arched gable window, end-bay entry with 2-pane transom, modern door (replacing double-leaf door) and flat-roofed porch with turned posts and square spindle railings.

**Outbuildings:** Frame, 2-story **wagon house** with clapboard and shingle siding, and gable end entry with modern garage door (19<sup>th</sup>)(C).

Contributing

B17/L18

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- 63 20 Old Highway 28.** (HC Survey # WH-46) Frame, 2-story, 3-bay, gable-roofed, double-pile **dwelling** with interior chimney and rear shed appendage.

**Style:** Italianate and Gothic Revival influences

**Date:** c. 1860-70

**Additional description:** Exterior features include central front gable, built-up box cornice with frieze that is carried on raking eaves, clapboard siding, 2/2 sash windows with cornice trim, round-arched front gable window, central entry with shouldered architrave surround, 2-light transom and paneled double doors (arched upper glass panels); shed roofed porch with center gable, stick-work spandrel brackets, square posts on paneled pedestals and rear shed roofed porch.

**Outbuildings:** Frame 1 1/2-story **wagon house** with modern garage door (19<sup>th</sup>)(C).

Contributing

B17/L6

Photo # 22

- 64 22 Old Highway 28.** (HC Survey # WH-51) Frame, 2-story, 5-bay, gable-roofed, double-pile **dwelling** (probably built in two parts) with large paired interior gable-end chimneys (brick stacks), 1-story, 1-bay shed-roofed side appendage, and brick, 1-story, shed-roofed rear appendage.

**Style:** None

**Date:** c. late 18<sup>th</sup>/early 19<sup>th</sup> century

**Additional description:** Exterior features include overhanging eaves, vinyl siding, 6/6 sash windows, modern louvered shutters, panel and glass front door and gable-front porch with decorative iron supports.

**Outbuildings:** Frame and brick, 1-story **garage** (mid 20<sup>th</sup>) (NC).

Contributing

B17/L17

- 65 24 Old Highway 28.** Frame and masonry, 2-story, 4-bay, gable-roofed **dwelling** with attached garage.

**Style:** None

**Date:** c. 20<sup>th</sup>

**Outbuildings:** None

Non-contributing

B17/L7.01

- 66 32 Old Highway 28.** (HC Survey # WH-50) Frame, 2 and 1/2 -story, 2-over-3-bay, hipped-roofed **dwelling** with interior chimney.

**Style:** Colonial Revival embellishments

**Date:** c. 1910-20

**Additional description:** Exterior features include overhanging eaves, hipped dormer, slate roof, vinyl siding, 1/1 sash windows, tri part window, louvered shutters, 2-story side bay window, end bay entry, flat-roofed wrap-around porch with Tuscan columns with square spindle railing.

**Outbuildings:** Concrete block **well house** with gable roof (20<sup>th</sup>)(NC).

Contributing

B17/L16

Photo # 23

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- 67 **34 Old Highway 28.** Frame, 2-story, 4-bay, gable-roofed **dwelling** with vinyl siding, attached 1-car garage and interior chimney.

**Style:** None

**Date:** c.1990

**Outbuildings:** None

Non-contributing

B17/L16.01

- 68 **36 Old Highway 28.** Frame, 1 ½ -story, 3-bay, gable-roofed **dwelling** with side 1-story, gable-roofed side appendage and brick interior chimney.

**Style:** Craftsman

**Date:** c. 1910-20

**Additional description:** Exterior features include overhanging eaves with exposed rafter ends, slate roof, gable-fronted dormer, clapboard siding, 6/1 sash windows, multi-paned glass and panel front door and porch with paired tapered posts on brick pedestals and stone steps.

**Outbuildings:** Frame, 1-story, **garage** with gable roof and clapboard siding. (20<sup>th</sup>)(NC).

Contributing

B17/L15

- 69 **38 A & B Old Highway 28.** (HC Survey # WH-47) Frame, 2-story, 2-bay, gable-roofed, double-pile **dwelling** consisting of a main block with an interior chimney (brick stacks); a 1 ½ -story, gable-roofed side appendage and 1-bay shed-roofed rear appendage.

**Style:** None

**Date:** c. early/mid 19<sup>th</sup>

**Additional description:** Exterior features include flush eaves, vinyl and brick-face siding, shed-roofed porch.

**Outbuildings:** (1) Frame, 1-story cottage with gable roof, novelty siding and sash windows (20<sup>th</sup>)(NC);(2) Frame shed (early 20<sup>th</sup>)(C).

Contributing

B17/L10

- 70 **40 Old Highway 28.** Frame, 1-story, gable-roofed **dwelling** with side, 1-story ell appendage.

**Style:** Cottage

**Date:** c. 1920-30

**Additional description:** Exterior features include overhanging eaves, shingle siding, sash windows, and attached garage with gable end entry.

**Outbuildings:** None

Contributing

B17/L13

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- 71 **103 School Road.** (HC Survey # WH-48) Frame, 1 ½ -story, 2-bay, gable-roofed **dwelling** with rear 1-story appendage and exterior chimney with brick stacks

**Style:** Craftsman

**Date:** c. 1910-20

**Additional description:** Exterior features include overhanging eaves with exposed rafter ends, gable-roofed dormer with exposed rafter ends, clapboard siding, 1/1 windows, 6- panel main door; and porch with short tapered square posts on brick pedestals, brick railing, and decorative planter supported by heavy cut brackets on porch floor.

**Outbuildings:** None

Contributing

B17/L12

Photo # 39

- 72 **101 School Road.** (HC Survey # WH-49) Frame, 1 ½ -story, 5-bay, hipped-roofed **dwelling** with exterior, stone chimney.

**Style:** Craftsman

**Date:** c. 1910-20

**Additional description:** Exterior features include overhanging eaves, hipped-roofed center dormer with 6/1 triple window, clapboard siding, 6/1 sash windows, center entry with 15-pane glass and panel door and 3-bay porch with tapered square posts on stone pedestals.

**Outbuildings:** Frame, 1-story, 2-bay, gable-roofed **garage** with small 6-pane gable window and sliding door (early 20<sup>th</sup>) (C).

Contributing

B17/L11

Photo # 24

- 73 **102 School Road.** (HC Survey # WH-58) Frame, 2-story, 3-bay, gable-roofed **dwelling** with rear 1-story, shed roofed appendage and interior chimney.

**Style:** None

**Date:** c. mid 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, central cross gable, synthetic siding, 1/1 sash windows, bay window, wood shutters, glass and panel door and shed-roofed wrap-around porch with turned posts and no railings.

**Outbuildings:** None

Contributing

B18/L6



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- 74 104 School Road.** (HC Survey # WH-57) Frame, 2-story, 3-bay, gable-roofed **dwelling** with rear, 2-story, cross-gable appendage and interior chimney.

**Style:** Colonial Revival embellishment

**Date:** c. mid 19th

**Additional description:** Exterior features include boxed overhanging eaves, synthetic siding, 6/6 and 2/2 sash windows, wood shutters, central entry, and 3-bay porch with Tuscan columns and square-spindle railing.

**Outbuildings:** Block, 2-½ -bay **garage** with hipped roof and modern doors (mid 20<sup>th</sup>) (NC).

Contributing B18/L4

- 75 106 School Road.** (HC Survey # WH-56) Frame, 2-story, 3-bay, gable-roofed **dwelling** with rear 2-story, shed roofed appendage and exterior pipe chimney.

**Style:** Colonial Revival embellishment

**Date:** c. mid 19th

**Additional description:** Exterior features include overhanging eaves, asbestos shingle siding, 1/1 sash windows, louvered shutters, central and side entries with glass and panel doors, and shed-roofed wrap-around screened porch with Tuscan columns and square spindle railings.

**Outbuildings:** Frame, 2-story, 4-bay gable-roofed **barn** with clapboard siding and batten doors hung on strap hinges (late 19<sup>th</sup>)(C).

Contributing B18/L3

- 76 108 School Road.** (HC Survey # WH-55) Frame, 1 ½ -story, 3-bay, gable-roofed **dwelling** with interior chimney.

**Style:** Craftsman/ Colonial Revival

**Date:** c. 1910-20

**Additional description:** Exterior features include overhanging eaves with exposed rafter ends, gable-roofed dormer with exposed rafter ends, clapboard lower and shingle upper siding, sash windows, louvered shutters, and porch with Tuscan columns and square spindle railings.

**Outbuildings:** Frame, 1-story, jerkin-hipped-roofed **garage** with clapboard siding and batten sliding doors (8-pane-glass inset window) (early 20<sup>th</sup>) (C).

Contributing B18/L2

- 77 42 Old Highway 28.** (HC Survey # WH-54) Frame, 2-story, 4-bay, gable-roofed **dwelling** with 2-story, gable-roofed rear appendage and exterior chimney with brick stack.

**Style:** Gothic and Greek Revival influences

**Date:** c. mid/late 19<sup>th</sup>

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**Additional description:** Exterior features include central cross gable, overhanging eaves, asbestos shingle siding, 6/3 and 6/6 sash windows, louvered shutters, 1-story bay window with 4/6 sash windows, central entry with panel door, and shed-roofed porch with metal roof and square paneled posts.

**Outbuildings:** Frame, 1 ½-story **wagon house** with clapboard siding, metal roof and batten doors (late 19<sup>th</sup>) (C).

Contributing B18/L1

- 78 **44 Old Highway 28.** (HC Survey # WH-71) Frame, 2-story, 2-bay, gable-fronted **dwelling** with exterior brick chimney.

**Style:** None

**Date:** c. mid/late 19<sup>th</sup>

**Additional description:** Exterior features include flush eaves, vinyl and asbestos shingle siding, 6/6 and 6/1 sash windows, round arched gable window with closed shutter, louvered shutters, hipped roof side screened porch, end-bay entrance with stick-bracketed gable hood.

**Outbuildings:** Frame, 1-car **garage** with gable entry, clapboard and board and batten siding, and batten doors hung on cross garnet hinges (early 20<sup>th</sup>)(C).

Contributing B18/L24

- 79 **46 Old Highway 28.** (HC Survey # WH-70) Frame, 1 ½ -story, 2/6-bay, gable-fronted **dwelling** with 2 exterior brick and masonry chimneys.

**Style:** Colonial Revival embellishment

**Date:** c. 19<sup>th</sup>, remodeled mid 20<sup>th</sup>

**Additional description:** Exterior features include flush eaves, vinyl siding, replacement windows, one knee wall window on the side, central entry with raised panel door, and 1-bay porch with gable pediment and square posts.

**Outbuildings:** Frame, 2-story **wagon house** with gable roof and gable end entry (19<sup>th</sup>) (C).

Non-contributing B18/L23

- 80 **48 Old Highway 28.** (HC Survey # WH-69) Frame, 2-story, gable-roofed **dwelling** consisting of a 5-bay single-pile main block with exterior gable-end chimney; 1 -story, 1-bay, shed-roofed end appendage and 2-story, 1-bay, flat-roofed west appendage.

**Style:** Colonial Revival embellishment

**Date:** c. mid 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, vinyl siding, 1/1-sash windows, and small gable-roofed porch with paired square posts.

**Outbuildings:** None

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Contributing B18/L22

- 81 50 Old Highway 28.** (HC Survey # WH-68) Frame, 2-story, 5-bay, gable-roofed, single-pile **dwelling** with interior gable-end chimneys (brick stack) and shed-roofed east appendage.

**Style:** Colonial Revival embellishment

**Date:** c. mid/late 19<sup>th</sup>

**Additional description:** Exterior features include central front gable, boxed overhanging eaves, vinyl siding, 6/6 sash windows, panel shutters, center entrance with panel door and 4-pane sidelights, and 1-bay, gable-roofed porch with dentil cornice and square posts.

**Outbuildings:** Frame, 1-story **shed** with clapboard siding (mid 20th)(NC).

Contributing B18/L21

- 82 52 Old Highway 28.** (HC Survey # WH-59) Frame, 2-story, 2-bay, hipped-roofed **dwelling** with interior chimney (brick stack).

**Style:** Colonial Revival

**Date:** c. 1910-20

**Additional description:** Exterior features include overhanging eaves, hipped-roofed dormer, wood shingle and clapboard siding, paired 1/1 sash windows, modern panel shutters, end bay entrance and 3-bay porch with Tuscan columns and square spindle railings.

**Outbuildings:** Frame, 2-car **garage** with gable roof, gable end entry and novelty siding (mid 20th)(NC).

Contributing B18/L8 Photo # 26

- 83 54 Old Highway 28.** (HC Survey # WH-60) Frame, 2-story, 5-bay, gable-roofed **dwelling** with interior chimneys (brick stacks) and 2-story, gable-roofed rear appendage.

**Style:** Italianate/Gothic Revival influences

**Date:** c. 1860-70

**Additional description:** Exterior features include central front gable, boxed overhanging eaves, foliated, jig-sawn work at front gable peak, vinyl siding, 2/2 sash windows, 6-pane raked-hood gable window, central entry with 1-pane transom and panel door, and flat-roofed porch with spandrel brackets and pendant creating an arcaded effect and square posts.

**Outbuildings:** Frame, 1-bay **garage** with carport front attachment with gable roof, clapboard siding, and doors with single window in each (early 20<sup>th</sup>)(C).

Contributing B18/L9 Photo # 26

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- 84 56 Old Highway 28.** (HC Survey # WH-67) Frame, 2 -story, 3-bay, gable-roofed **dwelling** with partially protruding brick chimney.

**Style:** Craftsman influence

**Date:** c. Early 20th

**Additional description:** Exterior features include boxed overhanging eaves, vinyl siding, 1/1 sash windows, small 4-pane 2<sup>nd</sup>-story sash window, modern panel shutters, center entrance with glass and panel door and 3-bay, flat-roofed porch with box cornice and square posts (bulging shafts) on masonry pedestals and solid railing with elliptical arched lower cut off.

**Outbuildings:** Frame, 1-story, 1-bay **garage** with gable roof and vinyl siding (mid 20<sup>th</sup>) (NC)

Contributing                      B18/L20                      Photo # 26 & 40

- 85 58 Old Highway 28.** (HC Survey # WH-66) Frame, 1 ½ -story, gable-roofed **dwelling** consisting of a 3-bay, double-pile unit with center shed dormer and a single-pile, 1-bay, east wing with interior gable-end chimney (brick stack) and shed appendage.

**Style:** Gothic Revival embellishment

**Date:** c. 1820-40

**Additional description:** Exterior features include flush eaves, paired steep gables flanking a shed wall dormer, clapboard siding, 4/4, 2/2, and 6/6 sash windows, board and batten door with 4-pane window and porcelain knob, and small gable-roofed porch with spandrel brackets, square posts and spindle railings.

**Outbuildings:** None

Contributing                      B18/L19                      Photo # 25 & 26

- 86 60 Old Highway 28.** (HC Survey # WH-73) Frame, 2-story, 3-bay, gable-roofed **dwelling** with interior gable-end chimney.

**Style:** Craftsman embellishment

**Date:** c. 1830-60

**Additional description:** Exterior features include clapboard and shingle siding and arched porch.

**Outbuildings:** Frame **garage** with gable roof falling down (20<sup>th</sup>)(NC).

Contributing                      B18/L11

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**87 66 Old Highway 28.** (HC Survey # WH-65) Frame, 2-story, 4-bay, gable-roofed **dwelling** with exterior east gable chimney (brick stack); 1 ½ -story, 2/1-bay, gable-roofed west addition, and 1-story shed-roofed rear appendage.

**Style:** Colonial Revival embellishment

**Date:** c. mid 19<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, wood shingle siding, 6/6 sash windows, modern panel shutters, inner bay entry and 1-bay, gable-roofed porch with Tuscan columns.

**Outbuildings:** Frame, 1-story, gable-roofed, 2-bay **garage** (20<sup>th</sup>)(NC).

Contributing B18/L18

**88 68 Old Highway 28.** (HC Survey # WH-64) Frame, 2 and ½ -story, 3/4-bay, gable-roofed **dwelling** with 2 -story, gable-roofed rear appendage and interior west-gable-end chimney.

**Style:** None

**Date:** c. late 19<sup>th</sup>/early 20<sup>th</sup>

**Additional description:** Exterior features include overhanging eaves, large shed dormer, vinyl siding, sash windows, modern louvered shutters, inner bay entry with panel door, shed-roofed rear porch and gable-roofed, 1-bay porch with decorative lattice and square posts and spindle railings.

**Outbuildings:** Frame, 1 ½-story, gable-roofed **wagon house** with clapboard siding and modern garage door (19<sup>th</sup>)(C).

Contributing B18/L17

**89 70 Old Highway 28.** (HC Survey # WH-63) Frame, 2-story, 2/3-bay, gable-fronted **dwelling** with 2 -story, gabled-roofed east wing, 1-story shed-roofed rear appendages, 1-story, and 1-bay flat-roofed side appendage; interior chimney with brick stack.

**Style:** Gothic Revival influences

**Date:** c. 1850-70

**Additional description:** Exterior features include overhanging eaves with tracery bargeboards, small side dormer, clapboard siding, 2/2 sash windows, end -bay entrance with 4-pane sidelights, and shed-roofed porch with turned posts and square spindle railings.

**Outbuildings:** Frame, 1-car gable-roofed **garage** (20<sup>th</sup>) (NC).

Contributing B18/L16 Photo # 27

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- 90 72 Old Highway 28.** (HC Survey # WH-62) Frame, 2-story, 4-bay, gable-roofed **dwelling** with interior east gable-end chimney (brick stack), exterior chimney and shed-roofed rear appendage.

**Style:** None

**Date:** c. mid 19<sup>th</sup>

**Additional description:** Exterior features include flush eaves, clapboard siding, 6/6 sash windows, modern louvered shutters, and inner-bay entrance with glass and panel door.

**Outbuildings:** (1) Frame, 1-car, gable-roofed **garage** (20<sup>th</sup>)(NC); (2) Frame **privy** (early 20<sup>th</sup>)(C).

Contributing

B18/L15

Photo # 27

- 91 74 Old Highway 28.** (HC Survey # WH-61) Frame, 2-story, 5-bay, gable-roofed, single-pile **dwelling** with interior chimney (brick stack) and 2-story flat-roofed rear appendage.

**Style:** Greek Revival and Italianate influences

**Date:** c. 1830-60

**Additional description:** Exterior features include built-up cornice with returns, frieze carried on raking eaves with returns, clapboard siding, 6/6 sash windows, louvered shutters, central entry with panel door and 3-pane sidelights, and flat-roofed 3-bay porch with box cornice, square posts and spandrel brackets.

**Outbuildings:** None

Contributing

B18/L14

Photo # 28

- 92 94 Old Highway 28.** Frame, 1-story, 3-bay, gable-roofed **dwelling** with 1-story gable-roofed side appendage and interior chimney with brick stack

**Style:** None

**Date:** c. mid 20<sup>th</sup>

**Outbuildings:** None

Non-contributing

B19.01/L4

- 93 96 Old Highway 28.** (HC Survey # WH-72) Frame, 2-story, 3/5-bay, gable-roofed **dwelling** with paired interior chimneys (brick stacks), 2-story, 1-bay flat-roofed, side appendage with interior chimney (brick stack, and 2-story, flat-roofed rear appendage.

**Style:** Colonial Revival and Queen Anne embellishments

**Date:** c. mid/late 19<sup>th</sup>

**Additional description:** Exterior features include boxed overhanging eaves, clapboard siding, 2/2 sash windows, 2-story semi-hexagonal bay with imbricated shingle spandrels, panel and glass door, and wrap-around front porch with shingled-pediment above entrance and Tuscan columns and turned spindle railing; flat-roofed screened rear porch.

**Outbuildings:** None

Contributing

B19.01/L5

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- 94 Old Highway 28.** (HC Survey # WH-78) Whitehouse General Store and Post Office. Frame, 2-story, 2-bay, gable-fronted **commercial building** with 2-story, flat-roofed, 1-bay east addition, 1-story, rear appendage and interior chimney.

**Style:** Italianate influence

**Date:** c. 1850-1870

**Additional description:** Exterior features include overhanging eaves, vinyl siding, 1/1 sash windows, plate-glass display windows flanking recessed central entry with double panel and glass door, and 3-bay porch with box cornice, square posts (capitals and shoulder moldings) and railings.

**Outbuildings:** None

Contributing

B19.01/L12

Photo # 29

- 95 364 Route 22 West.** (HC Survey # WH-75) Frame, 2-story, 2-bay, gable-fronted **dwelling** with 2-story gable-roofed side appendage and interior chimney (brick stack).

**Style:** Queen Anne embellishment

**Date:** c. Late 19th

**Additional description:** Exterior features include boxed overhanging eaves, slate roof, vinyl siding, 2/2 sash windows, 1-story bay window, modern louvered shutters, and side shed-roofed porch with spindle frieze, spandrel brackets and turned posts.

**Outbuildings:** Frame, 2-story, gambrel roofed **commercial building** fronts on Route 22 (mid 20<sup>th</sup>) (NC).

Contributing

B19.01/L11

Photo # 30

- 96 102 Old Highway 28.** (HC Survey # WH-76) Frame, 2-story, 2/3-bay, gable-fronted **dwelling** with 2-story cross gable rear appendage, 1-story, hipped roof, 5-sided appendage and interior chimney with brick stack

**Style:** Italianate and Colonial Revival influences

**Date:** c. Late 19th.

**Additional description:** Exterior features include boxed overhanging eaves with dentil bed molding, clapboard siding, 1/1 and 2/2 sash windows (floor-length on 1<sup>st</sup>-story front) with shouldered architrave surrounds and raked heads, 4-pane gable window with pediments, panel and glass door, and curve-cornered wrap-around porch with box cornice and Ionic columns.

**Outbuildings:** Frame, 1-story, 2-bay **garage** with jerkin head roof, vertical siding batten sliding doors with 9-pane windows and 8-pane gable window (early 20<sup>th</sup>)(C).

Contributing

B19.01/L10



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- 97 104 Old Highway 28.** (HC Survey # WH-77) Frame, 2-story, 2-bay, gable-fronted **dwelling** with 2-story gable-roofed side appendage and interior chimney with brick stack

**Style:** Colonial Revival embellishment

**Date:** c. mid/late 19<sup>th</sup>

**Additional description:** Exterior features include built-up box cornice with returns and frieze that is carried on raking eaves, aluminum siding, 2/2 sash windows, modern louvered shutters, panel door with 1-pane transom, and partially enclosed shed-roofed porch with Tuscan columns and modern railing.

**Outbuildings:** None

Contributing B19.01/L10.01

- 98 106 Old Highway 28.** (HC Survey # WH-74) Frame, 2-story, 2-bay, gable-roofed **dwelling** with rear 1-story shed-roofed appendage and interior chimney with brick stack

**Style:** Colonial Revival

**Date:** c. 1890-1900

**Additional description:** Exterior features include box cornice with returns that are carried on raking eaves, aluminum siding, 2/2 sash windows, modern picture window, modern louvered shutters, modern door with 1 sidelight, and wrap-around porch with Tuscan posts on rusticated stone pedestals and square spindle railings.

**Outbuildings:** Frame, 2-story **barn** with board and batten siding and sliding doors (19<sup>th</sup>) (C).

Contributing B19.01/L9

- 99 110 Old Highway 28.** (HC Survey # WH-73) Whitehouse Methodist Cemetery. Moderate-sized, tree-lined **cemetery**. Contains a variety of 19<sup>th</sup> & 20<sup>th</sup> century **stone monuments**.

**Style:** None

**Date:** c. mid 19<sup>th</sup>

**Additional description:** Exterior features include iron **fence** and gate hung on brick piers (early 20<sup>th</sup>)(C). Also, the first Mechanicsville Methodist Episcopal Church was originally located here.

**Outbuildings:** None

Contributing B19.01/L7 Photo # 31

- 100 109 Old Highway 28.** Frame, 1-story, 3-bay gable-roofed dwelling.

**Style:** Cape Cod

**Date:** c. mid 20th

**Outbuildings:** None

Non contributing B14/L28

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**101 Old Highway 28.** (HC Survey # R-16; Former Ryland Inn) Frame, 2-story 5-bay cross-gabled **dwelling** with interior chimney with brick stack; 1-story cross-gabled wing at west end and 1-story gable-roofed wing at east end each with interior chimney with brick stack; long, modern 1-story enclosed porch and modern port cochere at front; numerous modern 1- and 2-story appendages relating to use as restaurant.

**Style:** Gothic Revival with Italianate influences and Colonial Revival embellishments

**Date:** mid-19<sup>th</sup>; late 20<sup>th</sup> century additions.

**Additional description:** Features include wide overhanging eaves with carved double brackets; grouping of large pointed arch window flanked by two smaller pointed arch windows in front and east gables; single pointed arch window in west and north gables and in gables of east and west wings; 6/6 sashes on second story windows; synthetic siding. (Additional features may survive behind late 20<sup>th</sup> century additions)

**Outbuildings:** (1) Frame 1½-story **dwelling** with clipped gables, pent roof on gables, brick foundation, later large 2-story rear appendage (mid-19<sup>th</sup>) (C); (2) Frame 1½-story, 4-bay cross gable-roof **dwelling**, partial brick foundation (mid to late 19th with late 20th appendages) (NC); (3) large rock face block **barn**, garage entry on east gable end with loft doors above; long bands of windows on each side; attached tile **sil** at southwest corner (early 20<sup>th</sup>) (C); (4) 1½-story frame **carriage house**, center gable with Stick-style trim; vertical siding; 2-story round tower covered with shingles and a band of saw-tooth shingles at southeast corner (early 20<sup>th</sup>) (C); (5) **site** of English barn demolished in 2009, heavy timbers included hand-hewn and sawn examples (mid 19<sup>th</sup> century) (C); (6) rusticated block 1-story, 2-bay former **creamery** with clipped gables and a center cupola, fish scale shingles in gables (early 20<sup>th</sup> c) (C); (7) 1-story stone Craftsman **cottage**, integral front porch with stone columns, center hip dormer on rear slope (early 20<sup>th</sup>) (C); (8) **gazebo** (late 20<sup>th</sup> c) (NC); (9) frame, 1-story, 2-bay, L-plan **cottage**, clapboard siding, 2/2 sashes, gable entry hood on Stick-style brackets with added turned posts (early 20<sup>th</sup>) (C); (10) 1-story, 4-bay frame and rock face block **shed** with gable roof, overhanging open eaves, diamond shingles in gables (early 20<sup>th</sup>) (C); (11) frame shed-roof **shed** (late 20<sup>th</sup>) (NC); (12) small gable-roofed **shed** (early-mid 20<sup>th</sup>) (C); (13) stone and frame gable roof **springhouse**, diamond shingles in gables, later stone barbecue appended on east end (early 20<sup>th</sup>) (C).

Contributing

B14/L29

Photo #41 & 42

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Hunterdon County, NJSection number 8 Page 1**SIGNIFICANCE***Summary Paragraph*

The Whitehouse-Mechanicsville Historic District possesses significance under Criteria A and C in the areas of community development and architecture. The district is representative of the small agglomerate settlements that developed throughout the region in the 18<sup>th</sup> and 19<sup>th</sup> centuries to serve the dispersed local agricultural population and, where favored by location, private travelers and commercial traffic moving over the early New Jersey highways. The adjoining villages of Whitehouse and Mechanicsville also exemplify the distinctive linear form that these agglomerate settlements typically assumed in proximity to important roads and turnpikes. Growth in some of these villages, including Whitehouse and Mechanicsville, was thwarted when they became isolated as a result of being bypassed by transportation innovations elsewhere. The district has architectural significance as an assemblage of modest, mostly 19<sup>th</sup>- and early 20<sup>th</sup>-century buildings, whose construction, form, detailing and spatial organization are representative of the rural region's vernacular architecture in that era. In addition, archaeological resources relating to the area's 19<sup>th</sup>-century material culture may be present in the environs of district buildings and the site of a mill. The period of significance extends from 1807, when work began on the New Jersey Turnpike Road, which was an important east-west highway across New Jersey that extended from New Brunswick to the Delaware River, to c.1935, by which time the last significant residential construction was completed, and shortly before construction of a new highway bypass that would stifle future growth.

*Community Development*

While European settlement in the area around what became Whitehouse began as early as 1725, a village did not begin to coalesce there until some years later.<sup>1</sup> Two mills, a store and a tavern (from which the settlement took its name) were in operation before 1760 and a church was formally organized in 1792, all in close proximity to the crossroads of two important early routes: the major east-west road from New Brunswick, the head of navigation on the Raritan River, to Easton, Pennsylvania, at the forks of the Delaware River, and a north-south road from New Germantown (now Oldwick) and points north, to Flemington and the Old York Road. The year 1807 witnessed the construction of the first church building in the crossroads hamlet and surveying for the New Jersey Turnpike, followed in 1808 by the construction of the first schoolhouse.<sup>2</sup> The coming of the turnpike transformed White House from its initial cluster around the tavern and mill into a distinctively line-

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<sup>1</sup> White House was most commonly two words until the post office name was officially changed to Whitehouse in 1895. However, even after the official change, it was not uncommon to see two words used, for example in a 1914 farm and business directory. Perhaps adding to the confusion, White House Station post office was changed to Whitehouse Station in 1895, but changed back to White House Station in 1905.

<sup>2</sup> The east/west highway, the most important character-defining feature of the district, has had a variety of names over the years. In early road returns it was called "the great road" before it was officially named the New Jersey Turnpike in the second decade of the 19<sup>th</sup> century. It was also referred to as the Easton-New Brunswick Turnpike and the Somerville and Easton Turnpike, even after the turnpike company closed. Around the turn of the 20<sup>th</sup> century it was officially New Jersey State Route 9, which was renamed New Jersey State Route 28 by 1927. Within the village of Whitehouse, the road was also called Main Street, and is now named Old Route 28. Beyond the village the highway is now known as US Route 22.

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ar village. Over the next several decades, Whitehouse grew eastward along the turnpike for approximately a mile to include several dozen dwellings, two additional taverns, a second church, an academy, a post office, and a number of artisan shops at the eastern end of the settlement, which became known as Mechanicsville. Bypassed in 1848 by the Central Rail Road of New Jersey, whose route was about ½ mile south of the village, Whitehouse was quickly overshadowed by a new village, White House Station, which built up alongside the railroad tracks. Whitehouse continued as a service center for the neighborhood into the early 20<sup>th</sup> century, and potential for commerce increased again with the coming of the automobile, for which it was well positioned, resulting in the development of several gas stations, an auto dealership, and an auto repair center as well as a number of new dwellings. But, in 1941, Whitehouse was again bypassed, this time by rerouting of the old turnpike to eliminate what was deemed a hazardous traffic condition within the business section of the village. There was little further development, other than commercial projects adjacent to the new highway bypass, until the arrival in the last quarter of the 20<sup>th</sup> century of some low-density residential development in the vicinity.

As a result of being twice bypassed, Whitehouse has preserved much of its 19<sup>th</sup>- and early 20<sup>th</sup>-century character despite the loss of its namesake tavern and other early commercial buildings at the original crossroad center. The most distinctive historical element is the linear arrangement of a its mainly mid-19<sup>th</sup> to early 20<sup>th</sup>-century buildings along Old Route 28 and their spatial relationship to that road and to each other. Also important is the juxtaposition of the historic streetscape with the old farm fields to the north and the modern commercial corridor to the south, which serve to emphasize the district's distinctive historic character.

*Architectural Significance*

The district's resources, mainly dwellings, but also including a church, two cemeteries, a former school, a combination general store and post office, and a former service station, are, in general, well preserved with relatively few modern alterations. Collectively they possess architectural significance. Their form, construction, detailing and siting provide a representative illustration of the rural region's essentially vernacular architecture in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. A number of dwellings exemplify the traditional house types and construction practices found in the region. There are three examples of the traditional 1½- story house, known as an East Jersey Cottage, which was common in the region at an early date (site #s 37, 60, 85; photo #s 14, 21, 25). Georgian design influences are evident in a number of 2-story, double-pile dwellings (#s 24, 27, 44, 56, 63, 64; photo #s 9, 20, 22, 36), as well as several side-hall plans of that type (#s 34, & 69) that illustrate the Georgian transformation of the type. Well represented in the district are the traditional, 2-story, gable-roofed types with single-pile plans, interior gable-end chimneys and generally regular fenestration patterns of three to five bays. Such houses (the I-type and its center and side-hall plan variants) are ubiquitous in the region's 19<sup>th</sup>-century housing stock, revealing Delaware Valley cultural influences. Examples include #s 58, 61, 73, 74, 75, 80, 81, 84, and 87 (photo #s 26, 38, 40). Two other significant early buildings in the district, site #s 4 and 50, feature gambrel roofs (photo #s 2, 19), evidence of influence from East Jersey/New York culture regions.

Also present in the district are popular house types adopted by local builders in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Local builders could use or adapt designs found in pattern books aimed at a broad audience that were published following the Civil War. Well represented with the category of popular types are gable-front buildings such as #s 26, 27, 29, 39, 40, 43, 48, 49 (photo #s 9, 10, 17, 34), which were prevalent in the region

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during the second half of the 19<sup>th</sup> century and continuing into the beginning of the 20<sup>th</sup> century. Examples of L-plan buildings, a popular adaptation of the asymmetrical Italianate villa form that appeared in the mid-19<sup>th</sup> century, are site #s 31, 89, 95, 96, 97, 98 (photo #s 10, 27, 30). One house evokes on a very small scale the Italianate cubical villa form (site #53; photo #37). At site #101, an interesting transitional house grafts a square form and cross gable roof onto a classic center-hall-plan (photo #41). Popular forms that appeared at the end of the 19<sup>th</sup> century are represented in the district by a group of bungalows (site #s 55, 68, 71, 72, 76; photo #24) and two hipped roof examples of the form known as the "American Four-Square" (site #s 66 & 82; photo #s 23, 26). Also noteworthy within the district, adding to its distinctive character, are the nearly 40 dwellings that retain their open front porches, several of which feature decorative brackets (for example, site #s 1, 40, 63, 83, 91, and 95; photo #s 1, 17, 22, 26, 28, 30).

The combination general store and post office, the former service station, the firehouse (the original Mechanicsville Methodist Episcopal Church) and the former schoolhouse are also small-scaled unadorned buildings. The influence of popular architectural styles is seen typically in details added to vernacular forms. For example, houses like site #s 1, 17, 36, 38, 42, 50, 66, 85, and 91 are essentially vernacular buildings of traditional or popular types that have been embellished with detailing associated with Greek Revival, Italianate, Gothic Revival, Colonial Revival, Craftsman or other styles current in the 19<sup>th</sup> and early 20<sup>th</sup> centuries (photo #s 1, 12, 16, 19, 23, 25, 28). Even the large David Sanderson house at site #101 is essentially a square adaptation of the 5-bay center hall traditional form made modern with a cross gable roof and a mixture of Gothic Revival and Italianate details.

Contributing to the collective significance of the district's buildings are the numerous outbuildings, nearly all of which are frame construction and almost all of which are located behind their associated houses. Late 19<sup>th</sup> century wagon houses (site #s 12, 13, 28, 29, 33, 36, 40, 46, 50, 59, 62, 63, 77, 79, 88; photo #13) and early 20<sup>th</sup> century garages (site #s 1, 14, 16, 38, 43, 47, 54, 69, 72, 76, 78, 96) predominate, but a number of English style barns (site #s 27, 75, 98) and sheds also survive (site #s 24, 27, 33, 52, 61, 75, 98), as well as three privies (site #s 40, 53, 90). The large group of early 20<sup>th</sup> century outbuildings at site #101 include a barn of imposing size, a former creamery, and a shed all constructed of rock-faced hollow concrete block, a building material introduced around 1905 that was considered "cheap, quick, and easy;" however, the barn and the creamery feature architectural details such as distinctive bands of windows on the barn and decorative shingles in the gables of the creamery that belie the economical nature of the material.<sup>3</sup> Site #101 also includes an early 20<sup>th</sup> century stone springhouse (or cold house). Taken as a whole, this is a sizable and important group of surviving agricultural and domestic outbuildings that increases the significance of the district as a cultural landscape.

As is frequently the case in rural communities, the church (site #38, photo #15) is the largest building and, while not imposing, it is more stylized than any other building within the district. It is a good example of a rural Wren-Gibbs formula, consisting of a typical symmetrical arrangement with a rectangular tower topped with a louvered belfry and squared cupola centered on the front, as well as fine Italianate stylistic details evident in the pedimented cornices, wide trim band, and the hooded round arch openings within recessed panels.

<sup>3</sup> Pamela H. Simpson, "Cheap, Quick, and Easy: The Early History of Rockfaced Concrete Block Building," *Perspectives in Vernacular Architecture*, Vol. 3, 1989, p. 108.

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Several of the earliest houses in the district (site #s 4, 50, 56, 91; photo #s 2, 19, 20, 28) attest to the relative prosperity of the village during the period following the road improvements associated with the c. 1813 New Jersey Turnpike project. They comprise the most substantial dwellings and display some of the finest features in the district. Located at the Whitehouse end of the district, the main block of the Nicholas Stillwell house (site #4, photo #2) is a good example of a three-bay, side-hall-plan house with gambrel roof and gable-end chimneys and a Federal-style entry with a radial muntin fanlight window, pilasters, and sidelights. The nearby P.E. Voorhees house (site #56, photo #20), impressively-scaled for its rural location, pays homage to its Greek Revival antecedents with its shallow hipped roof, wide frieze and paneled pilasters at each corner. At the Mechanicsville end of the district, the house at site #50 (photo #19), originally a substantial Federal building of careful symmetry, was later embellished with elegant Gothic Revival details. Another Mechanicsville dwelling, site #51, which likely began as three-bay house and then expanded to a slightly asymmetrical five-bay house, features restrained Greek Revival details in its plain frieze and simple entry, which give the building a refined appearance that would have made the house noteworthy in the village.

The majority of the houses in the district were constructed in the mid-19<sup>th</sup> century, and many of these modestly scaled and largely unadorned buildings were probably the homes of the mechanics and artisans whose livelihoods benefited from turnpike traffic that peaked during the 1850s. Good examples include site #s 12, 13, 33, 34, 37, 44, 47, 51, 53, 87, 89, 90 (photo #s 8, 11, 14, 27, 36, 37). The David Sanderson House (site #101; photo #41) is a fine example of a large mid-19<sup>th</sup> century vernacular house that exhibits a mixture of elegant Italianate and Gothic Revival stylistic features, befitting the successful entrepreneur that Sanderson had become by then. The second half of the 19<sup>th</sup> century saw construction of a several more somewhat stylized houses (site #s 1, 3, 38, 63, 83, 93; photo #s 1, 16, 22, 26), but most of the houses built during this time were modestly scaled variations of traditional or popular forms, indicative of a village of relatively prosperous workers, small entrepreneurs, and a few farmers (see for example, site #s 46, 49, 77, 81, and 97). Also suggestive of some degree of continuing prosperity are the numerous additions to houses visible throughout the district. Many of the houses built during the first decades of the 20<sup>th</sup> century were modestly scaled bungalows, some of which were largely unadorned (14, 22, 23, 42) while others are good examples of the popular styles (such as the Craftsman inspired examples at site #s 71 and 72; photo #s 24, 39). As a group, they suggest some stagnation in the relative level of prosperity in the village as the nearby railroads continued to take traffic - and commerce - away from the turnpike.

Although buildings of individual architectural note within the district are relatively few, as a collection they are evocative of a hardworking rural community, and reflect the region's vernacular architectural traditions and stylistic preferences over a long period. Reflecting its location on an important early highway, the architecture reveals a variety of influences from East Jersey and Delaware Valley cultural regions. The relative similarity in scale and lack of pretension of the buildings provide visual clues about the cohesive nature of the community.

*Historical Overview*

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Settlers of Dutch ethnicity dominated the pioneer European settlement of the neighborhood around what became Whitehouse. Cornelius Wykoff, Tobias and Adrian Ten Eyck, and Abraham (or Abram) Van Horne were among the first European agriculturalists arriving in northern Hunterdon County in the early part of the 18<sup>th</sup> century. Settling slightly northeast of Cushetunk Mountain, in the vicinity of the confluences of two branches of the Rockaway Creek (a tributary of the North Branch of the Raritan) they purchased property that was first surveyed under New Jersey's early system of proprietary landholdings. In 1724 Cornelius Wykoff purchased 600 acres from leading Philadelphia merchant James Logan, and Adrian Ten Eyck purchased 515 acres of land from George Willocks of Perth Amboy in the eastern division of New Jersey, who had acquired large tracts of land in West Jersey for speculation purposes. In 1729, Abraham Van Horne (1699-1758), who was of Dutch ancestry and reportedly arrived in Hunterdon County from Monmouth County, acquired land that was part of a large tract owned by Willocks.<sup>4</sup> The first religious organization in the area was organized sometime around 1725-1730. Known as the Potterstown Church or the Rockaway Church, and located a couple of miles west of Whitehouse, its first church building was dedicated in 1731, the year that Van Horne, one of the first members, baptized his third son, also named Abraham.<sup>5</sup> Probably no later than 1749 or 1750, Van Horne constructed a tavern and a gristmill a short distance upstream from the confluence of the two Rockaway branches, along the "Great Road" that ran between the regional commercial centers of New Brunswick, New Jersey, and Easton, Pennsylvania, that probably arose from the major Native American paths across central New Jersey to the forks of the Delaware River.<sup>6</sup> Its whitewashed exterior gave the tavern its popular name, which eventually came to refer to the neighborhood as well.<sup>7</sup> Van Horne died in 1758 and his tavern was taken over by his son Abraham.<sup>8</sup> According to tavern licenses, the tavern was subsequently operated by a series of tavern keepers, the earliest known being George Covenhoven in 1767, followed by John Connett, whose 1775 petition refers to "the noted Tavern commonly called the white house."<sup>9</sup> The tavern's location led to it becoming a favorite stopping

<sup>4</sup> D. Stanton Hammond, *Hunterdon County, New Jersey, Sheet E, Map Series # 4*, Genealogical Society of New Jersey, 1978; George S. Mott, *The First Century of Hunterdon County*, Flemington, NJ: E. Vosseller, 1983, p. 13.

<sup>5</sup> Maybel Pickell Naylor, compiler, "History of the Rockaway Dutch Reformed Church and Its Forerunners." Hunterdon County Historical Society; Theodore Frelinghuysen Chambers, *The Early Germans of New Jersey: Their History, Churches, and Genealogies*. Baltimore: Genealogical Pub. Co., 1969, 545. This Abraham born in 1731 died young. A son born in 1740 was also named Abraham (1740-1817). William C. Armstrong, *Pioneer Families of Northwestern New Jersey*, Lambertville, NJ: Hunterdon House, p. 413.

<sup>6</sup> Peter O. Wacker, *Land and People*, New Brunswick, NJ: Rutgers University, 1975, p. 59; John Parr Snyder, *The Story of New Jersey's Civil Boundaries, 1606-1968*, Trenton: Bureau of Geology and Topography, 1969, p. 2. This path should not be confused with the Great Minisink Path that was far to the north in Sussex County.

<sup>7</sup> This was not the only tavern called the White House. There was a second White House tavern in Hunterdon County at Lawrenceville and also one in Burlington County. (Charles S. Boyer, *Old Inns and Taverns in West Jersey*. [Camden]: Camden County Historical Society, 1962, pp. 92 and 209)

<sup>8</sup> Boyer, p. 225.

<sup>9</sup> Hunterdon County (HC) tavern licenses, May 1767; May 1770, May 1775. Around 1775, Abraham Van Horne (Jr.) purchased a house about four miles southwest of the white house tavern, at what is now Stanton. He petitioned for a tavern license there, which would explain his need for a tavern keeper at the white house. (HC tavern licenses May 1775 & May 1776) It was at this Stanton tavern that Van Horne had a barn in which was stored forage collected for the Continental Army. The two Van Horn(e) taverns are confused in numerous local histories. Stephanie Stevens, *Forgotten Mills of Readington*, Scotch Plains, N.J.: Supreme Lithographers, Inc., c1987, p. 241.

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place for private and commercial travelers traveling between New Brunswick at the upper limit of navigation on the Raritan River and ferry connections on the New Jersey side of the Delaware River. Business at the tavern was apparently brisk during the Revolutionary War, leading to some complaints in 1777 about the tavern keeper's service:

That your Pettitioner has for some years past kept that noted Public House calld the White House in Red- ing town but att the last term as the Hon. Court did not think proper to grant J. Connett licence for more than three months, on a report of ill usages said to be given by J. Connett to the Hon. Gen Melenberg which report has since been contradicted by said General under his hand in writing. Your Pettitioner must beg leave to inform your honor that he has endeavored to supply travelers as much as lay in his power, but as the numbers that traveld of late were so great, of all sorts, it were impossible but some would be displased and as your pettitioner has supplyd himself with every necessary for keeping a good public house. . . will take the premises into consideration and grant. . . as your honors shall think fit and your pettionar as in duty bound will ever pray.<sup>10</sup>

Aaron T. Luckas, formerly of New Germantown, became the tavernkeeper in 1778, the same year that the White House tavern was depicted on two Erskine-Dewitt maps prepared for the Continental Army.<sup>11</sup> During Luckas' tenure as tavernkeeper, a court of inquiry was held at the White House on charges of cowardice alleged against Col. John Taylor of the Fourth Regiment of the Hunterdon County Militia. Luckas' petitions for tavern license in 1779 and 1780 both refer to the White House as "the noted tavern."<sup>12</sup>

Continuing in its central role in the community, in April 1781 the White House was chosen as venue for handling claims of Hunterdon County residents for supplies furnished or services rendered to the Continental Army.<sup>13</sup> A new tavernkeeper, Cornelius Tunison, took over operation later that same year. By 1783 Tunison was confronted with serious competition in the form of a new tavern, called the "New White House," which was located only a few rods from the original White House.<sup>14</sup> Tunison complained bitterly to the court, filing a protest in August 1782 about the tavern Capt Richard Stillwell (1742-1826) was building to purportedly intentionally injure him, and claiming that a new tavern would divide business so that neither party would be able to keep a good tavern or maintain their families. Tunison argued that the "old Established Tavern" should be given preference.<sup>15</sup> Encouraged by nearby inhabitants to build a new tavern, Stillwell's petition for a license, "in prefer-

<sup>10</sup> HC tavern license, July 1777 (no page). Variant spellings in tavern license documents have been retained. In his book, Boyer misspelled Connett as Connell.

<sup>11</sup> HC Tavern licenses, May 1779 (p. 1031) & May 1780 (p. 1032); Dewitt, S. *Contractions in the Jerseys 1 mile an inch*, Maps No. 72 B "Road from the White House to Potterstown, & from Potterstown to Germantown, then towards Lammer- tunk Meeting House"; Map No. 73 – 5<sup>th</sup>: "Past the White Houses to the Crossroads towards Morristown, crossing Lama- tuneck River."

<sup>12</sup> HC tavern licenses, May 1779 (p. 1031) and May 1780 (p. 1032).

<sup>13</sup> Austin Scott, ed. *Documents Relating to the Revolutionary History of the State of New Jersey*. 2<sup>nd</sup> Series (V) *Newspa- per Extracts*, p. 213.

<sup>14</sup> The exact location of this second tavern is unknown.

<sup>15</sup> HC tavern license, August 5, 1782 (p. 1068).



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ence to said White House,” boldly emphasized his own military record and questioned the operation of the White House as well as the tavern keeper’s character, stating:

Your Petitioner has on all occasions hazarded his life and property in defense of his Country thro’ the present dispute with Britain which the owner of the White House tho’ a man of much greater Estate has not done in any one Instance but rather appeared to be what some call’d a Friend of Government the first Year of this dispute. . . That the White House was let out to Persons for a number of years past (except the last Year) that did not provide proper Accomodation for Travellers and occasioned their becoming burdensome to the Neighbourhood.<sup>16</sup>

Despite the bitter accusations, both petitioners received tavern licenses and Tunison was even willing to pay what he termed a “heavy rent of seventy five pounds” for the next three years, so he must have decided there were enough travelers on the great road to support both tavern keepers.<sup>17</sup> And regardless of questions regarding patriotism, the Fourth Regiment of the Hunterdon County militia celebrated the cessation of war at the White House tavern on April 28, 1783.<sup>18</sup> In May 1784, Tunison again defended himself before the court, saying that to deny him a tavern license would “ruin him and family,” and, defending his patriotism, he claimed “when occasion required [he] always stepped forth to defend his country during the war.”<sup>19</sup> Both taverns continued to be licensed, and Tunison continued as tavernkeeper until 1800, when he was replaced by Cornelius W. Van Horn, a son of Abraham Van Horn (Jr.). Capt. Richard Stillwell was replaced as keeper of the second tavern in 1792 by Daniel Covenhoven.<sup>20</sup>

In addition to supporting competing taverns, for many years the neighborhood also supported competing mill operations. Around 1757, only a few years after Van Horne established a mill, Andrew Leake built his own mill on a site not far away, just downstream from the confluence of the north and south branches of the Rockaway Creek. Known as “New Bromley,” or “New Mills” (Site #8), it was Leake’s second mill project. His first mill was about six miles north at Bromley (now called Burnt Mills) where he also had general store and cooperage.<sup>21</sup> Leake ran into financial difficulty and by 1763 advertised his new mill seat for sale, “where the best Market Price is given for all Manner of Country Produce; and all Sorts of Merchandize to suite the Country, sold at the Cheapest Rates.”<sup>22</sup> A year later he unsuccessfully offered the property for sale at public vendue. By 1766 he was insolvent and his property was sold off by his assignees, one of whom, John Taylor, settled on 400 acres of

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<sup>16</sup> HC tavern license, May 1783 (p. 1054).

<sup>17</sup> HC tavern license, May 1784 (p. 1069).

<sup>18</sup> *New Jersey Gazette*, May 7, 1783.

<sup>19</sup> HC tavern license, May 1784 (p. 1069).

<sup>20</sup> HC tavern licenses, May 1792 (p. 1010); May 1800 (p. 1085). The exact locations of the two taverns are not known. However, map evidence suggests that the original Whitehouse tavern was located slightly east of the south branch of the Rockaway Creek, on the southwest corner of the intersection of the road leading to Flemington, which is outside the district. All evidence of the tavern had disappeared before 1927. The Van Horn house, on Washington Road south of the highway, is also outside the district. (NJ State Route 28 Survey).

<sup>21</sup> “Guide to the Andrew Leake (d. ca. 1768), Merchant Account Book,” NJ Historical Society Website. <http://www.jerseyhistory.org/>.

<sup>22</sup> *NY Gazette*, Sept 26, 1763 in *New Jersey Colonial Documents*, 1<sup>st</sup> Series (XXIV), *Newspaper Extracts*, 1763, p. 238+.

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the tract that included the mill, which thereafter was known as Taylor's mill until about 1780.<sup>23</sup> New Bromley was used as a place name for the neighborhood around the mill north of the White House tavern until at least the late 18<sup>th</sup> century. A 1783 report on the local celebration of the cessation of war refers to the local county militia being stationed at New Bromley.<sup>24</sup> An advertisement from 1784 by Joseph Greswold Jr., of New York, lists for sale the New Bromley Mills, with two pairs of stone including one pair of "new French burrs," two dwelling houses and a store on 240 acres.<sup>25</sup> In 1796, Nicholas Stillwell, brother of the tavernkeeper, bought the New Bromley mills and farm.<sup>26</sup>

As further evidence of the continuing but gradual coalescence of the hamlet, in 1761 a new two-rod road was laid out past Leake's New Bromley mills, and a one-rod road leading to and from Van Horne's mills was surveyed.<sup>27</sup> Mathias Vanhorn (presumably a son or a brother of Abraham Van Horne [Jr.]) petitioned for a road from "back Inhabitants" to his mill in 1771, probably the same road that was altered slightly in 1782 according to another road return, which survives now as Washington Drive.<sup>28</sup> Yet another survey was conducted in 1787, for a road "starting at Major Richard Stillwell's kitchen door" and going to the "other road leaving from the North Branch meeting house to Mr. Abraham Vanhorns Mill."<sup>29</sup> Additional businesses were established in the neighborhood, such as William Patterson's law office at New Bromley in 1769 and Charles Eversole's reed-making business "near White-House" in 1781.<sup>30</sup> The hamlet's regional importance is perhaps also evidenced by the fact that during the 1780s the Justice of the Peace of Hunterdon County used the Whitehouse tavern as a venue to hold court.<sup>31</sup>

In 1792, the Reformed Dutch Church of Rockaway was formally organized at the house of Abraham Van Horn and a graveyard was established next to Van Horn's tavern.<sup>32</sup> Rather than having to travel to attend church at Potterstown, residents could now attend nearby church services, which were conducted in Van Horn's barn for the next fifteen years.<sup>33</sup> The year 1807 was momentous in Whitehouse: Not only was the first church building constructed (though not completed until 1819), but perhaps more important, the first survey was under-

<sup>23</sup> Presumably, this John Taylor was the colonel who was later charged with cowardice. The Leake mill was also known over the years as Hall's, Stillwell's Kennedy's and Reger's Mill, depending upon the owner at the time. "Guide to the Andrew Leake (d. ca. 1768), Merchant Account Book."

<sup>24</sup> *NJ Gazette*, May 7, 1783, quoted in *Somerset County. Historical Quarterly*, Vol 1, 1912, p. 233.

<sup>25</sup> *Notices from NJ Newspapers, 1781-1790*, Lambertville, NJ: Hunterdon House, p. 449.

<sup>26</sup> Stevens, p. 32.

<sup>27</sup> James P. Snell (ed.), *History of Hunterdon and Somerset Counties, New Jersey*, Phila.: Everts & Peck, 1881, 503.

<sup>28</sup> Hunterdon County (HC) Road Returns, Bk. 1, p. 171, Bk. 1, p. 116

<sup>29</sup> HC Road Returns, Bk. #1, p. 152. The exact location of Stillwell's tavern is not known; the "other road" referenced in the survey is today's Easton Turnpike.

<sup>30</sup> Scott, p. 205.

<sup>31</sup> Peter Brunner, Docket/Account Book, Rutgers Special Collections.

<sup>32</sup> Naylor. The original Van Horne house and the first cemetery of the Reformed Church survive, but both are located outside the boundary of the district.

<sup>33</sup> Funded by \$823 raised by subscription, the new church building, which no longer survives, was constructed on Van Horn's orchard, on property deeded by Van Horn. Church records indicate the building fronted on the south toward the old cemetery. Rockaway Reformed Church website: <http://www.rockawaychurch.org>.

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taken for the newly chartered New Jersey Turnpike Road from New Brunswick to Phillipsburg (on the Delaware River opposite Easton Pennsylvania), incorporating the existing great road that passed through the hamlet, giving hope for road improvements that would facilitate increased commerce. The 1807 survey depicts Van Horn's tavern and mills, including a millpond, at the twenty-mile mark from New Brunswick on the south side of the turnpike close to the intersection of the road to Flemington; and also shows Nicholas Stillwell's mill seat, including another millpond, a short distance to the north of the turnpike on the "Road to Germantown." The survey notes two additional names, Reuben Gild and Dennis Wyckoff Esq., east of the tavern, evidence that the hamlet was already beginning to develop a linear form along the great road.<sup>34</sup> Although not depicted on the turnpike survey, an account book covering the period 1807-1818 indicates that Garrit Veghte Stryker (1778-1841) was carrying on a blacksmith business in White House at this time.<sup>35</sup> Two more important symbols of the hamlet's development came in 1808 with the erection of the first schoolhouse and the installation of a permanent minister at the Reformed Church.<sup>36</sup> Measuring 16' x 24', and costing \$100, the schoolhouse was located on the south side of the road approximately opposite the road to Stillwell's (Leake's) New Bromley mill.<sup>37</sup> Interestingly, the school was incorporated under the name "Fairville," suggesting, perhaps not surprisingly in a period of increasing temperance, that there was an attempt to name the village something other than after the landmark tavern.<sup>38</sup>

The New Jersey Turnpike Company re-surveyed the turnpike route in 1813, producing a map with far less contextual detail than the original survey but which suggests a slight deviation of the route west from White House from the earlier survey. The four-rod road as built followed the second survey, beginning at New Brunswick and passing through Somerville, White House, and Clinton on its way to its western terminus at Phillipsburg.<sup>39</sup> The turnpike movement came relatively late to New Jersey, with not a single toll road charter granted in the state prior to 1801, when the Morris Turnpike was chartered. Four more highways were chartered by 1807, including the Union Turnpike, the Washington Turnpike, and the Paterson and Hamburg Turnpike, in addition to the New Jersey Turnpike. By law these roads were supposed to be paved with crushed stone, though uncrushed gravel and dirt were actually more common. Although there was grumbling about the tolls, turnpikes were also seen as an advantage by relieving local authorities from road maintenance responsibilities. In addition, residents were generally allowed to pass for free while traveling locally.<sup>40</sup> Early maps suggest that the route selected by the turnpike company was already fairly direct and almost level in the vicinity of White House; however, improvements probably included some grading and bridge construction. By facilitating teamsters and drovers, the turnpike benefited the local taverns and storekeepers. Another local turnpike, the New Germantown

<sup>34</sup> Henry Plum, *Map of the New Jersey Turnpike Road*, 1807.

<sup>35</sup> The 1940 parcel map of the Route 22 bypass project indicates that the Stryker family still owned substantial property on the north side of the road, between the south branch of the Rockaway Creek and Mill Road, but the exact location of the blacksmith shop, which continued in business at least until 1873, is unknown.

<sup>36</sup> A. Van Doren Honeyman, ed., *Our Home*, Vol. 1, Somerville, NJ: Cornell & Honeyman, 1873, p. 509.

<sup>37</sup> HC Road Return, B#2, p. 55.

<sup>38</sup> Hubert G. Schmidt, *Some Hunterdon place names: historical sketches about communities and localities in Hunterdon County, New Jersey*, Flemington, N.J.: D.H. Moreau, 1959, p. 31.

<sup>39</sup> Welsted, Odwd, *Map of Part of the New Jersey Turnpike Road*, 1813.

<sup>40</sup> Wheaton J. Lane, *From Indian Trail to Iron Horse: Travel and Transportation in New Jersey, 1620-1860*, Princeton: Princeton University Press, 1939, p. 143+.

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Turnpike, was incorporated in 1813 to connect the New Jersey Turnpike with the Washington Turnpike in Morris County. This toll road was proposed to begin just west of the White House tavern, but the company failed.<sup>41</sup> Adequate means of transportation was critical for an agricultural community, and the impact of improved transportation on the White House neighborhood can be partially seen in the establishment in 1816 of the White House Post Office, and in the growth of the Reformed Church of Rockaway, which saw its 100<sup>th</sup> member join in 1820.<sup>42</sup> The coming of the turnpike also transformed White House from its initial cluster around the tavern and mill into a distinctively linear village.

The 1820s saw increased prosperity with new businesses opening, including a wool-carding business at “the well-known stand of Nicholas Stilwell[sic],” and the continued expansion eastward along the turnpike. The appearance of government, religious and educational institutions in addition to the mills and stores indicated the growing importance of White House as a service center for the surrounding agricultural community while the taverns and mechanics were evidence of its important role along a busy trade route. By the end of that decade there were apparently three operating taverns, and Garrit Stryker and John Wyckoff were conducting a general store at White House. James P. Snell’s 1881 Hunterdon County history reports that around this time “George Hall opened a shop for cabinet and plough making, wheelwrighting, blacksmithing, and painting.” Ephraim Park opened a saddlery and harness-shop, and William Risler, a tailor-shop.<sup>43</sup> These businesses were about one mile east of the center of the village of White House, and formed the nucleus for what was called “Mechanicks Ville” according to an 1832 petition for a new two-rod road. That road (today Lamington Road) began from George Hall’s property on north side of the turnpike and “about one rod from the west end of a public Inn kept by George Orner.”<sup>44</sup> Orner’s inn would have been the third inn within a space of a mile, a clear indication of heavy traffic along the turnpike. Although at most only a secondary hamlet to White House and never assigned its own post office, references to Mechanicsville continued well into the next century, including in Abraham Van Doren Honeyman’s 1927 history, as well as on a 1928 street map.<sup>45</sup>

The next two decades witnessed continued impressive growth in the White House neighborhood. Thomas Gordon’s 1834 gazetteer includes an entry for White House, which mentions “a grist mill, some 12 or 15

<sup>41</sup> Hubert G. Schmidt, *Rural Hunterdon: An Agricultural History*, New Brunswick, NJ: Rutgers Univ. Press, 1945, p. 164.

<sup>42</sup> John L. Kay and Chester M. Smith, Jr., *New Jersey Postal History*, Lawrence, Massachusetts: Quarterman Publications, Inc. 1976, p. 79; *Our Home*, p. 510.

<sup>43</sup> Snell, 503.

<sup>44</sup> HC tavern licenses, May 1829 (p. 1365); April 1829 (p. 1381); HC Road Return April 17, 1832. The description suggests the Orner tavern was less than twenty feet from the road, on the east side of the intersection of what is now known as Lamington Road and Old Route 28.

<sup>45</sup> Hagstrom’s Street, Road and Property Ownership Map of Somerset County, New Jersey, New York: Hagstrom Co., Inc. 1928; A. Van Doren Honeyman, *Northwestern New Jersey: A History of Somerset, Morris, Hunterdon, Warren and Sussex Counties*, New York: Lewis Historical Publishing Co., Inc. 1927, p. 917. Mechanicsville was also known as East Whitehouse, reflected in the name of the East Whitehouse Chemical Fire Company, No. 1 during the early part of the 20<sup>th</sup> century, which is now known as the East Whitehouse Fire Department. Carlton Chapman Durling, *The Durlings of Whitehouse: A Family History*, [Whitehouse, NJ]: 2004, p. 66. As late as 1959, East Whitehouse was used to describe “Mechanicsville and that part of Whitehouse north of the highway.” Schmidt, *Some Hunterdon Place Names*, p. 31.

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dwelling, 3 stores, 3 taverns,” as well as a church.<sup>46</sup> In 1835 the original schoolhouse was replaced by a larger, two-story building costing \$500.<sup>47</sup> The Methodist-Episcopal Church made its first appearance in White House in 1836 when two ministers were appointed to the Flemington circuit and preached at the schoolhouse. Road returns during the period refer to Matthias Cramer’s tavern at White House, Nathaniel Saxton’s Grist Mill and Charles Parker’s Inn at “Mechanics Ville” in 1835; John Shirt’s and Capt. M. Cramer’s tavern at White House, John Bodine’s Tavern at Mechanicsville in 1838; Peter Davis’ store and John K. Large’s tavern at Mechanicsville, and I.G. Stryker’s store at White House in 1840; and Jason H. William’s store at Mechanicsville in 1843.<sup>48</sup> Barber & Howe’s *Historical Collections of the State of New Jersey* reported that in 1844 White House contained “2 taverns, 2 stores, a grist-mill, &c; an academy, a Reformed Dutch church and 11 dwellings,” while Mechanicsville boasted “a tavern, a store, a number of mechanic shops, and 15 dwellings.”<sup>49</sup> Honeyman reports that there was a hotel in Mechanicsville by around 1845, which is probably the same building identified on an 1851 map as “W. Lane’s Hotel” on the west corner of the intersection with the road to Lamington.<sup>50</sup> The year 1845 was also when a new Methodist-Episcopal church was constructed on donated property at the site of the current Methodist cemetery (Site #99).<sup>51</sup> The new church was plain, with no spire, and cost \$1,600 including donated material.<sup>52</sup> Fully embracing the turnpike and the economic potential it delivered, during the first half of the 19<sup>th</sup> century virtually all of the development in White House and Mechanicsville took place along or in close proximity to the turnpike.

Sometime around 1851, a large stylish house was constructed at the east end of Mechanicsville by David Sanderson, a successful businessman with many interests (Site #101; photo # 41).<sup>53</sup> Born around 1801, he is credited with organizing the Elizabeth Fire Department in 1829, while at the same time running seven different stage lines in New Jersey.<sup>54</sup> Sanderson served as the president of the county’s first agricultural society from its inception in 1857 to around 1870.<sup>55</sup> On an 1860 map Sanderson’s dwelling is shown sited well back from the Easton Turnpike a short distance east of the intersection of the road to Lamington, while a tenant house is

<sup>46</sup> Thomas F. Gordon, *A Gazetteer of the State of New Jersey*, Trenton: Daniel Fenton, 1834, p. 264.

<sup>47</sup> Snell, p. 501.

<sup>48</sup> Phyllis B. D’Autrechy, *Abstracts of Hunterdon County Road Record Files (1781-1969) with Index*, Flemington, NJ: Hunterdon County Cultural & Heritage Commission, 1993, pp. 72, 259, 264.

<sup>49</sup> John W. Barber & Henry Howe, *Historical Collections of the State of New Jersey*, Newark, NJ: Benj. Olds, 1844, p. 255.

<sup>50</sup> Samuel C. Cornell, *Map of Hunterdon County, New Jersey*, Philadelphia: S. C. Cornell and Lloyd Vanderveer, 1851.

<sup>51</sup> Honeyman, *Northwestern New Jersey*, p. 919.

<sup>52</sup> Daughters of the American Revolution, Whitehouse Chapter, (compilers), “Historic Churches of Hunterdon County, New Jersey,” p. 65.

<sup>53</sup> Cornell. Although map evidence depicts Sanderson’s house in existence by 1851, deed research indicates Sanderson purchased the property in 1855 from Edward Biddle [Hunterdon County Deeds, Book 111, p. 618].

<sup>54</sup> *New York Times*, October 8, 1889. An 1841 poster for the Union Line from Baskingridge to New-York lists Sanderson, Elmer & Co. as proprietors. Presumably, it was the same David Sanderson who “occupied” an inn in Somerville in 1845. Snell, p. 764.

<sup>55</sup> Snell, p. 635.

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shown adjacent to the highway.<sup>56</sup> Several years later, Sanderson's property was described as "a beautiful park surrounding his residence."<sup>57</sup>

The year 1850 witnessed the dedication of an elegant, new Greek Revival building for the Reformed Dutch Church of Rockaway, which was relocated eastward from its original site next to the White House tavern to a new location at the corner of the road leading past Stillwell's mill where it was surrounded by an expansive new cemetery (Site #11). That year may have been just about the zenith of White House as a commercial center, for the recently reorganized Central Rail Road of New Jersey was completed from Elizabethtown to White House by the fall of 1848, its route paralleling the turnpike to the south but bypassing the village by just over half a mile. A new commercial center distinct from White House and Mechanicsville quickly sprang up around the railroad station, and within two years a new school district of White House Station was created.<sup>58</sup> The railroad, which originally reported mainly passenger revenues, was completed to Phillipsburg in 1852 and freight receipts doubled within a year, auguring the inevitable decline of horse-drawn freight along the turnpike route and the associated prosperity enjoyed by the taverns, stores, and mechanic shops in White House and Mechanicsville. Although White House Station was assigned its own post office in 1861, White House and Mechanicsville continued their central role in the community for a number of years, probably largely due to the location along the turnpike of the community's churches and the township's largest schoolhouse. An 1866 road return refers to hotels in White House, Mechanicsville and White House Station. A revival meeting in 1866 that resulted in the conversion of about 100 people led to the construction in 1867 of a new Methodist Episcopal Church in a new location west of the original church (Site #38). The old church building was sold, moved down the highway, and converted into a blacksmith shop (Site #45).<sup>59</sup> By 1869, the Mechanicsville Methodist Episcopal Church was large enough to be severed from its old circuit.<sup>60</sup> Although White House Station gained a new two-room school in 1871, the White House school remained the largest in Readington Township. The mid-19<sup>th</sup> century also saw substantial residential growth in Whitehouse, evidenced by the more than two dozen dwellings remaining from the period c1840 – c1870.

But, by 1873, White House Station had clearly surpassed White House and Mechanicsville in both commercial and residential development, as the Beers Atlas published that year clearly depicts. While White House and Mechanicsville could still claim two churches, two parsonages, two cemeteries, a school, a post office, two stores and several mechanics shops, White House Station boasted two oyster and refreshment saloons, a coal depot, and a printer, in addition to hardware and dry goods dealers and a number of smaller businesses. The oyster saloons, coal depot and printer certainly suggest that a degree of modernity accompanied the railroad to White House Station, although that modernity did not apparently extend into White House or Mechan-

<sup>56</sup>S. N. Beers and D. J. Lake, *Map of the Vicinity of Philadelphia and Trenton*. Philadelphia: C. K. Stone and A. Pomeroy, 1860.

<sup>57</sup>*Our Home*, Vol. I, [August?] 1873, p. 508.

<sup>58</sup>Snell, p. 500.

<sup>59</sup>Since 1940 the building has housed the Whitehouse Chemical Fire Company, DAR, p. 65.

<sup>60</sup>Honeyman, *Northwestern New Jersey*, p. 922.

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icsville.<sup>61</sup> Tellingly, in his 1881 history, James Snell used past tense to describe White House's importance to the traveling community:

The 'White House' was a noted stopping-place for entertainment in the early days, but now the interest of the traveling community centres about the White House station, on the Central Railroad of New Jersey, a little more than half a mile distant, where a thriving village has sprung up within the last twenty or twenty-five years. . . . It has a church of the Reformed denomination, a school, a mill, operated by Dalley Brothers, the store of John V. F. Wyckoff, blacksmith-shop, etc., and about thirty dwellings. The post office is at the station, where also are located three stores, a portable steam sawmill, a hay-press, a lumber- and coal-yard, hotel, wheelwright-, blacksmith-, and shoe-shops, and about forty dwellings.<sup>62</sup>

Snell also noted that by 1881 Mechanicsville was no longer a distinctly separate hamlet:

Mechanicsville, about a mile east of White House, is a small hamlet. It is an extension of White House village, the two places nearly running together. Here are found a Methodist church, a store, a few mechanical shops, and perhaps thirty houses. It has no post office.<sup>63</sup>

White House was bypassed for a second time in its history when, in 1888, construction began on the Rockaway Valley Railroad, which ran from White House Station eventually as far as Morristown.<sup>64</sup> Freight and passenger service on the railroad began in 1890 and continued only until 1913. The railroad meant even fewer local farmers passed through Whitehouse and Mechanicsville on their way to either the turnpike or the Central Rail Road station in White House Station.<sup>65</sup> Always financially precarious, the Rockaway, popularly known as the "Rockabye Railroad" due to its poor construction and bumpy ride, was intended to serve the peach farmers and dairies in northern Hunterdon and southwestern Morris Counties, but a peach blight virtually wiped out that industry before the end of the 19<sup>th</sup> century, precipitating the railroad's failure.<sup>66</sup>

The May 1899 issue of the first local newspaper, *The Review*, established in Whitehouse Station in 1898, contains an advertisement for William H. Reger, "Manufacturer of Roller Flour, Feed, Meal, Bran, Etc. Mill at White House," who was operating the long-established Leake mill. In some contrast, Whitehouse Station advertisements emphasized modern trends, with one for Smith's Pool Room that boasted about peanuts, bananas, and fruits in addition to oysters, and one for Mrs. A. G. Pickell who advertised herself as a "fashionable milliner."<sup>67</sup> At the turn of the 20<sup>th</sup> century, Whitehouse continued in its role as a local service center, but in a diminished capacity that would continue to decline during the new century. Although the combined village of Whitehouse and Mechanicsville stretched a mile along the turnpike, and Whitehouse Station lay barely a half-mile south, the

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<sup>61</sup> F. W. Beers, *County Atlas of Hunterdon, New Jersey*. New York: F. W. Beers & Co., 1873.

<sup>62</sup> Snell, p. 495.

<sup>63</sup> Snell, p. 495.

<sup>64</sup> According to the Readington Township Tax Map, the railroad crossed Mill Road north of the Rockaway Creek.

<sup>65</sup> In 1895 the post office name was changed from White House to Whitehouse, Kay & Smith, p. 79.

<sup>66</sup> Thomas T. Taber III, *The Rock-a-Bye Baby: A History of the Rockaway Valley Railroad*, Muncy, PA: Thomas T. Taber, III, 1972, p. 30.

<sup>67</sup> *The Review*, May 1899.

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two former remained separate from the expanding Station neighborhood, retaining their ties to the turnpike that historically had provided economic prosperity. After the Reformed Church burned in 1898, the congregation argued about rebuilding. The Whitehouse Station faction prevailed with the result that the church was moved once more to its current site barely  $\frac{1}{4}$  mile south of the turnpike, leaving behind a second cemetery. Yet even though the new church was halfway along the main road between Whitehouse and Whitehouse Station, rather than being seen as connecting the two villages, the perception seems to have been that the church had moved away from Whitehouse.<sup>68</sup> Other than the Reformed Church, there was surprisingly little additional development along the brief stretch of road between the two villages, even as late as 1928.<sup>69</sup>

In 1908, the first bank in the area was opened at White House Station, further solidifying that village's preeminence. By 1914, the population of Whitehouse (including Mechanicsville) was under 100 while that of White House Station had grown to about 350. A farm and business directory issued that year listed in Whitehouse a barber, a florist, a general store, a cigars & tobacco shop, a garage, an undertaker, a poultry & eggs business, and a real estate & insurance business. In contrast, White House Station had twenty-nine business listings including three hotels and four general stores. The turnpike, by then known as New Jersey State Route 9, was finally paved with concrete in 1923-1924, but this improvement did not translate to sustained economic improvements in Whitehouse.<sup>70</sup> However, Whitehouse did see one substantial new business open during this period. The Durling-Skillman dairy plant was built in 1922 on the west side of what is now Mill Road. This was only the second business to open along this road since Leake established his mill seat. Although the dairy burned down in 1924, it was rebuilt and opened as Durling Farms in 1926.<sup>71</sup> During bad weather, when the local roads were impassable, August Durling used a horse-drawn handcar to haul his milk on the conveniently located abandoned tracks of the Rockaway Rail Road.<sup>72</sup>

By 1923, Hyman Danzig, the last miller in Whitehouse, ceased operations at the old Leake mill.<sup>73</sup> Although in 1927 Whitehouse could still boast the largest of nine township schools, with a principal and six teachers, White House Station was selected the next year as the site for the large new consolidated school. The year 1927 was also momentous for Whitehouse when the state highway department surveyed its improvement project for Route 9, by then renamed Route 28, with plans to widen the right-of-way to a minimum of 160 feet and dualize the highway, as well as bypass Whitehouse completely in order to eliminate what the state engineers deemed was a traffic hazard.<sup>74</sup> This was the third time that Whitehouse would be bypassed. The 1928 Sanborn map shows, in addition to a fire company, two churches and a rectory, just three businesses, including a black-

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<sup>68</sup> DAR

<sup>69</sup> Sanborn Map Company, *Whitehouse Station, Hunterdon County, New Jersey*, 1928.

<sup>70</sup> According to a longtime Whitehouse resident, Thomas Edison, who around 1908 developed the use of concrete to pave roads, was engaged to design an on-site concrete plant and to develop the concrete formulation for the pavement for this project. (Durling, p. 73).

<sup>71</sup> Durling, 65+; interview with Mr. Carlton Durling, July 27, 2006.

<sup>72</sup> Durling interview.

<sup>73</sup> Stevens, p. 32.

<sup>74</sup> New Jersey State Highway Department, *Van Syckle's Corner to Whitehouse, Route 28 (1927), Section 24*, p. 1, 1940; New Jersey State Highway Department. *Annual Report*, Trenton, 1940.



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smith shop in the Mechanicsville end of the village and two automotive-related businesses in Whitehouse at the intersection of Route 9 and the road to White House Station.<sup>75</sup> One business that included an automobile showroom survived the highway improvement project, but an automobile fuel and service business did not. A small building associated with this business was moved several hundred feet west along the highway and remained a commercial building (Site #57).<sup>76</sup> Until the dualization project, the right-of-way of the highway had been four rods, as originally surveyed in 1807. But neither the 1927 highway survey nor the 1928 Sanborn map show any indication of resources, such as foundation ruins, that might have been associated with the White House tavern, Van Horn's mill, or the original Reformed church building, suggesting that all evidence of these buildings had disappeared well before 1927.

Yet despite the commercial stagnation in the village along the old turnpike, the first decades of the 20<sup>th</sup> century witnessed notable residential growth in Whitehouse and Mechanicsville, with the appearance of at least fifteen new houses clustered near the highway that featured Craftsman and/or Colonial Revival influences popular at the time. No doubt this growth was related to the emergence of the automobile and the related development of suburbs. In the village of Whitehouse at least, the 19<sup>th</sup> century traveling community of drovers, peddlers and merchants would be replaced by 20<sup>th</sup> century commuters. Meanwhile at the east end of Mechanicsville, David Sanderson's large Victorian house was converted into a popular tearoom to serve the traveling public, a symbolic 20<sup>th</sup> century bookend to the 18<sup>th</sup> century White House tavern.<sup>77</sup>

Although actual reconstruction of the highway bypass would not begin until 1939, under the Works Progress Administration, and proceeded slowly due to wartime reallocation of resources, the end was looming for a number of the few remaining businesses at the old Whitehouse intersection. Prospects along the old highway through Whitehouse were not conducive for new businesses, although property owners along the south side of Old Route 28 no doubt discovered opportunities for economic gain by selling the back portions of their lots. The bypass very effectively isolated Whitehouse from further development. Only a few new residences were constructed through the mid-20<sup>th</sup> century, during which period new commercial construction was diverted to the new highway bypass. The late 20<sup>th</sup> century saw a handful of new dwellings as well as some commercial buildings at the fringes of the village.<sup>78</sup> North of the old highway, the land remained in agricultural use until late in the 20<sup>th</sup> century when several large parcels were purchased by Readington Township for municipal open space, thereby permanently preserving the original linear form of the village.

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<sup>75</sup> Sanborn Map Company, *Whitehouse Station, Hunterdon County, New Jersey*, 1928.

<sup>76</sup> Durling interview.

<sup>77</sup> In 1906, Kencyl L. Ryman purchased the Sanderson farm, which he then operated as a dairy and horse farm [Hunterdon County Deeds Book 279, p. 417]. After his death, his widow opened a tearoom in 1928. In 1934, Ryman's son, George M. Ryman, converted the establishment into the Ryland Inn with overnight accommodations. The family owned the inn until 1989 [Interview with Phyllis Black Ryman, June 27, 2008]. The Ryland Inn continued as a restaurant.

<sup>78</sup> By this time, the dualized highway had been renamed U.S. Route 22.

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## BOUNDARY DESCRIPTION

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

The boundary of the district begins in Readington Township at the intersection of NJ Old State Highway 28 and the southwest corner of block 9, lot 17 running to the northwest corner of block 9, lot 17 and then east along the north sides of Block 9, lots 17 & 18 to the northeast corner of lot 18 and Mill Road. The border next turns northeast following the west side of Mill Road to the southeast corner of block 9, lot 19 and follows the south, west and north sides of that lot to its northeast corner and Mill Road. It continues northeast along the west side of Mill Road to the southeast corner of block 9, lot 25, then runs west along the south side lot 25 to the west corner of that lot on the south bank of the Rockaway Creek, and then turn east and runs along the north side of lot 9 to the Mill Road.

From there the district boundary runs north along the west side of Mill Road to the southwest corner of the Mill Road bridge abutment and continues north along the west side of the bridge to the northwest corner of the bridge abutment on the north side of Rockaway Creek. From there it crosses Mill Road to the northeast corner of the bridge's abutment and proceeds south along the east side of the bridge to the northwest corner of block 13, lot 7. Turning east the boundary continues along the north side of block 13, lots 7, 8, and 22 to the northeast corner of lot 22, also the northwest corner of block 13, lot 21. From there it follows the north and west sides of block 13, lots 21, 24 and 31 to the northeast corner of 13, lot 31 and then turns southwest along the southeast side of lot 31 to the northwest corner of block 13, lot 54. From there it runs southeast along the northeast side of block 13, lot 54 to the east corner of lot 54, then southwest along the east side of lot 54 to a southeast corner of lot 54 on the northeast side of block 13, lots 48 and 52. From there it runs southeast along the northeast sides of block 13, lots 48 and 52 to the east corner of the latter lot on the west side of Lamington Road.

From that point, the district boundary crosses Lamington Road along a straight line continuation of the northeast side of block 13 lot 52 to a point on east side of Lamington Road and the west side of block 14, lot 24. Turning south, the boundary runs south along the east side of Lamington Road and the west sides of block 14, lots 24 and 25 to the southwest corner of lot 25, also a northwest corner of block 14, lot 26. It then runs east and north along the north and west sides of block 14, Lot 26, 28 and 29.03 and continues along the north sides of block 14, lot 29.03 and block 14, lot 29.02 and the east and south sides of the latter lot to the southwest corner of that lot where it intersects block 14, lot 29 on the north side of Old State Highway 28. From that point, the district boundary continues on the south side of block 14, lot 29 to a point opposite the northeast corner of block 19.01, lot 8 where it crosses the road and continues west along the south side of the road on the north side of block 19.01 lot 8 to the northeast corner of block 19.01, lot 7.

The district boundary turns southwest along the southeast side of block 19.01, lot 7 to the south corner of that lot on the north side US Route 22. The boundary follows the north side of US Route 22 (also south sides

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of block 19.01, lots 7, 6, 10.01, 11, 12 & 4) to the southeast corner of block 19.01, lot 3, from which point it runs north along the east side of lot 3 to that lot's northeast corner on the south side of Old State Highway 28. It proceeds west along the south side of Route 28 and the north sides of block 19.01, lots 3, 2 and 1 to the northwest corner of block 19.01, lot 1, and then runs south along the west side of lot 1 to that lot's southwest corner. From there it crosses a public alley along a straight line continuation of the south side of block 19.01, lot 1 to a point on the east side of block 18, lot 14.

The district boundary runs south along the east side of block 18, lot 14 to the southeast corner of that lot on the north side of US Route 22. The boundary proceeds west along the north side of Route 22 to the southeast corner of block 18, lot 12, and then runs north, west and south along the east, north and west side of lot 12 to Route 22 and the southwest corner of lot 12, also the southeast corner of block 18, lot 11. From there it runs west along Route 22 and the south side of lot 11 to that lot's southwest corner, also the southeast corner of block 18, lot 10, and then runs north, west and south along the east, north and west sides of lot 10 to the southeast corner of lot 9. From there it runs west along the north side of Route 22 and the south sides of block 18, lots 9 and 8 to the southwest corner of lot 8, also the southeast corner of block 18, lot 7, and then runs north, west and south along the east, north and west sides of lot 7 to that lot's southwest corner, also the southeast corner of block 18, lot 6. It runs west along the south side of lot 6 and route 22 to the southwest corner of block 18, lot 6. From there it crosses School Road to the southeast corner of block 17, lot 10.01, proceeds north along the east side of lot 10.01 to the southeast corner of block 17, lot 11, west along the south sides of block 17, lots 11, 12, 15, 16.01 and 16 to the southwest corner of lot 16, and north along the west side of lot 16 to that lot's northwest corner on the south side of Old State Highway 28. The boundary proceeds west along the south side of Old State Highway 28 and the north side of block 17, lot 8 to the northwest corner of lot 8, also a northeast corner of block 17, lot 7.01. It then runs south along the east side of lot 7.01 to the southeast corner of lot 7.01, west along the south sides of block 17, lots 7.01, 17, 6 and 18 to the southwest corner of block 17, lot 18 and north along that lot's east side to its northwest corner on the south side of Highway 28, also the northeast corner of block 17, lot 4.

From there the district boundary proceeds west along Old State Highway 28 and the north side of block 17, lot 4 to the northeast corner of block 17, lot 19, turns south, west along the east and south sides of block 17, lot 19 to the southwest corner of the latter point, from which point it crosses lot 4 along a straight line continuation of the south side of lot 19 to a point on the east side of block 17, lot 3. It then runs south on the east side of block 17, lot 3 to the southeast corner of that lot on the north side of Route 22. It proceeds west along the north side of Route 22 and the south sides of block 17, lots 3, 2, 1, 1.01 and 21 to the intersection of Routes 22 and 28, and then turns east along the south side of Route 28 and the north sides of block 17, lots 21, 1.01, 1, 2, 3, 4 to the northeast corner of block 17, lot 19. From there it cuts across Route 28 on a straight line to the southwest corner of block 9, lot 17 and the place of beginning.

**BOUNDARY JUSTIFICATION**

The boundaries of the Whitehouse-Mechanicsville Historic District are delineated to include to the greatest extent possible the architectural and historical resources of the villages, with the fewest non-contributing buildings.

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The district includes the properties along Mill Road and the Rockaway Creek where the early settlement of the area began and properties along Old State Highway 28 where the villages of Whitehouse and Mechanicsville developed along this important east west transportation route. The district excludes the modern highway commercial development along Route 22 to the south and west, the modern residential development to the east along Lamington Road and the modern dairy facility on the west side of Mill Road. At the east end, the district includes several larger parcels of qualified farmland and the farmstead historically associated with that land. The boundary follows property lines or lines of convenience across lots to encompass resources related to the district and exclude unrelated resources.



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## PHOTOGRAPHIC IDENTIFICATION

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

Name: Whitehouse-Mechanicsville Historic District  
Location: Readington Twp., NJ  
Photographer: Janice Armstrong  
Date: Summer 2005  
Negative Repository: Dennis Bertland Associates

PHOTO #	SITE #	VIEW
1	1	N
2	4	S
3	8	N
4	9	SW
5	11	NE
6	Streetscape at 15	E
7	18 & 19	NE
8	13	NE
9	26 & 27	E
10	Streetscape 26-32	NW
11	33	NE
12	36	NE
13	36	N
14	37	N
15	38	N
16	38	N
17	40	N
18	45	N
19	50	N
20	56	N
21 photo not shown	60	S
22	63	S
23	66	S
24	72	W
25	85	S
26	Streetscape 82-85	SW
27	Streetscape 89 & 90	SW
28	91	S

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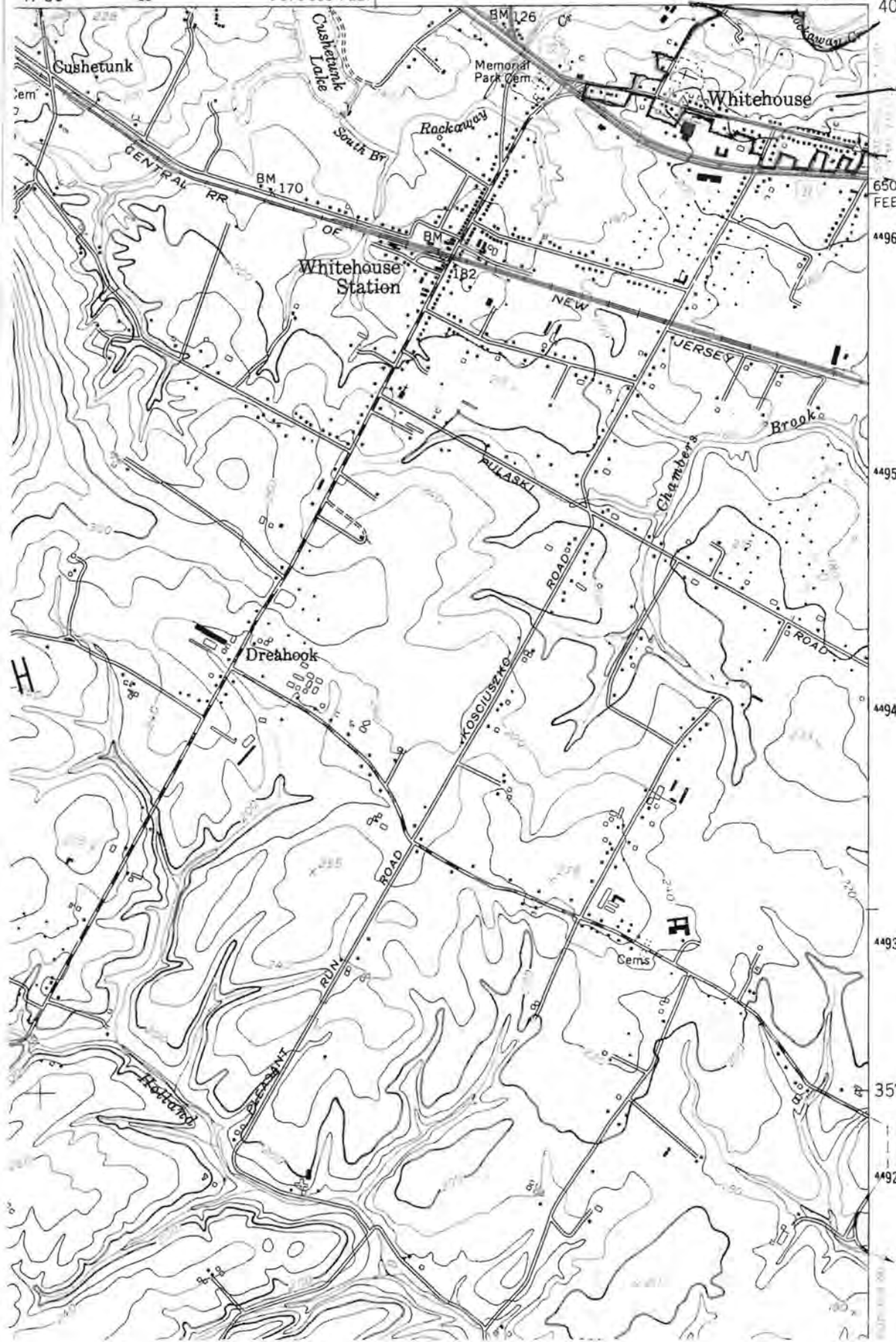
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30	95	S
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37	53	N
38	58	W
39	71	W
40	84	SW
41	101	NE
42	101	NW

FLEMINGTON QUADRANGLE  
NEW JERSEY  
7.5 MINUTE SERIES (TOPOGRAPHIC)

6065 II NW  
(GLADSTONE)

47°30' 18 1 970 000 FEET 521 74°45' 40°37'30"

Whitehouse-Mechanicsville  
Historic District  
Hunterdon Co., NJ

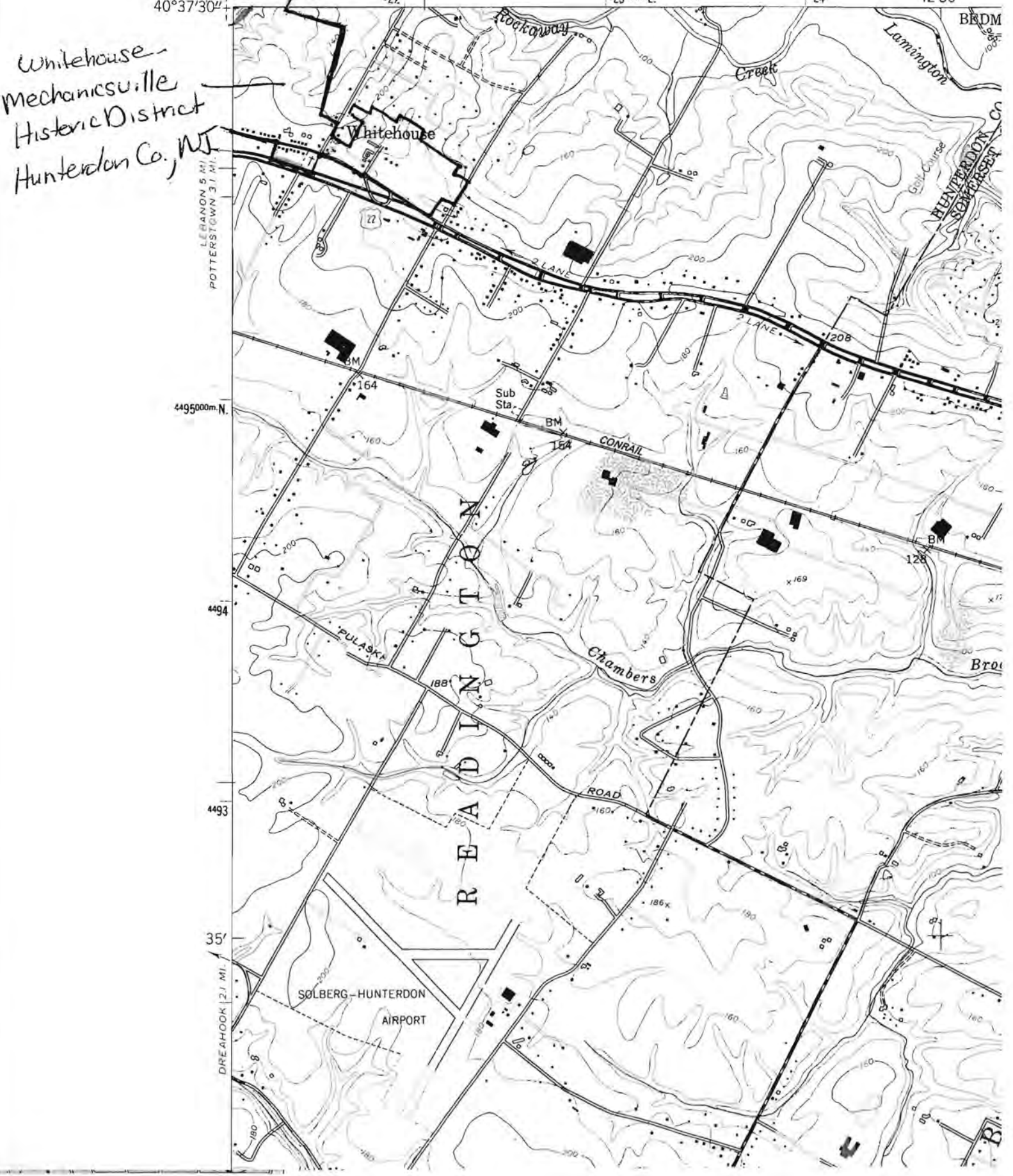


UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

6065 (11 NE)  
(CALIFORNIA)

74°45' 40°37'30" 522 523000m.E. 524 42'30" B.B.M. 105

Whitehouse  
Mechanicsville  
Historic District  
Hunterdon Co., NJ



LERANON 5 MI.  
POTTERSTOWN 3.1 MI.

4495000m.N.

4494

4493

35'

DREAHOOK 2.1 MI.

SOLBERG-HUNTERDON  
AIRPORT

READINGTON

PULASKI

ROAD

Chambers

CONRAIL

Rockaway

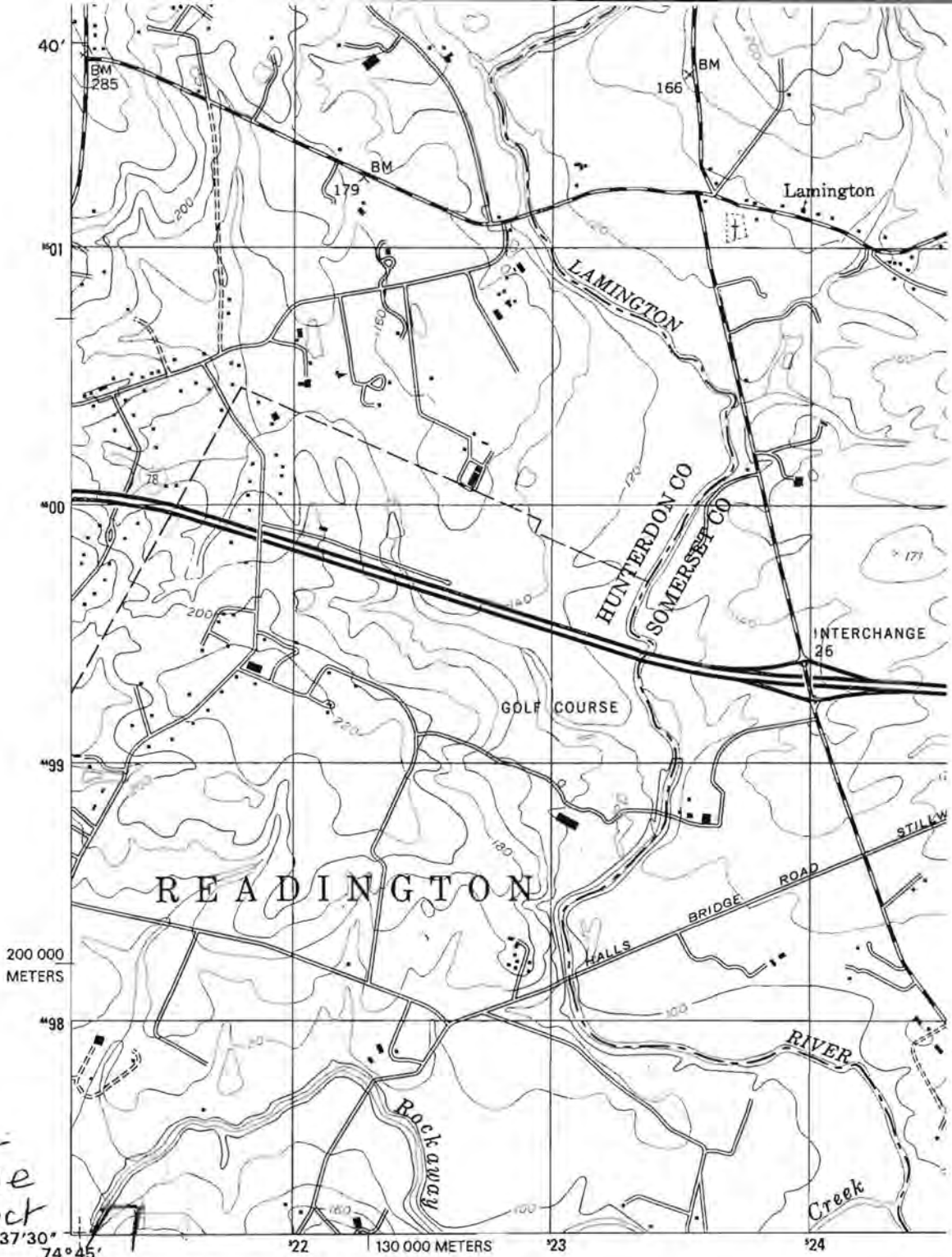
Creek

Lamington

HUNTERDON  
COUNTY

Brook

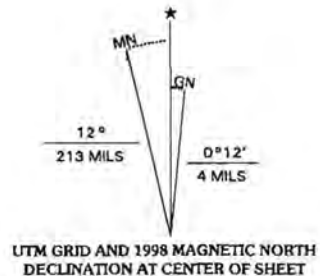
B.M.



Whitehouse -  
Mechanicsville  
Historic District  
40°37'30"  
74°45'

Hunterdon Co., NJ

Produced by the United States Geological Survey  
 Topography compiled 1942. Planimetry derived from imagery taken 1995. Survey control current as of 1942  
 North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 18  
 2 500-meter ticks: New Jersey Coordinate System of 1983  
 North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software  
 There may be private inholdings within the boundaries of the National or State reservations shown on this map  
 Landmark buildings verified 1942

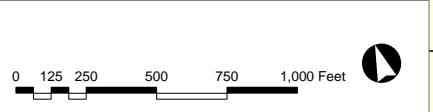
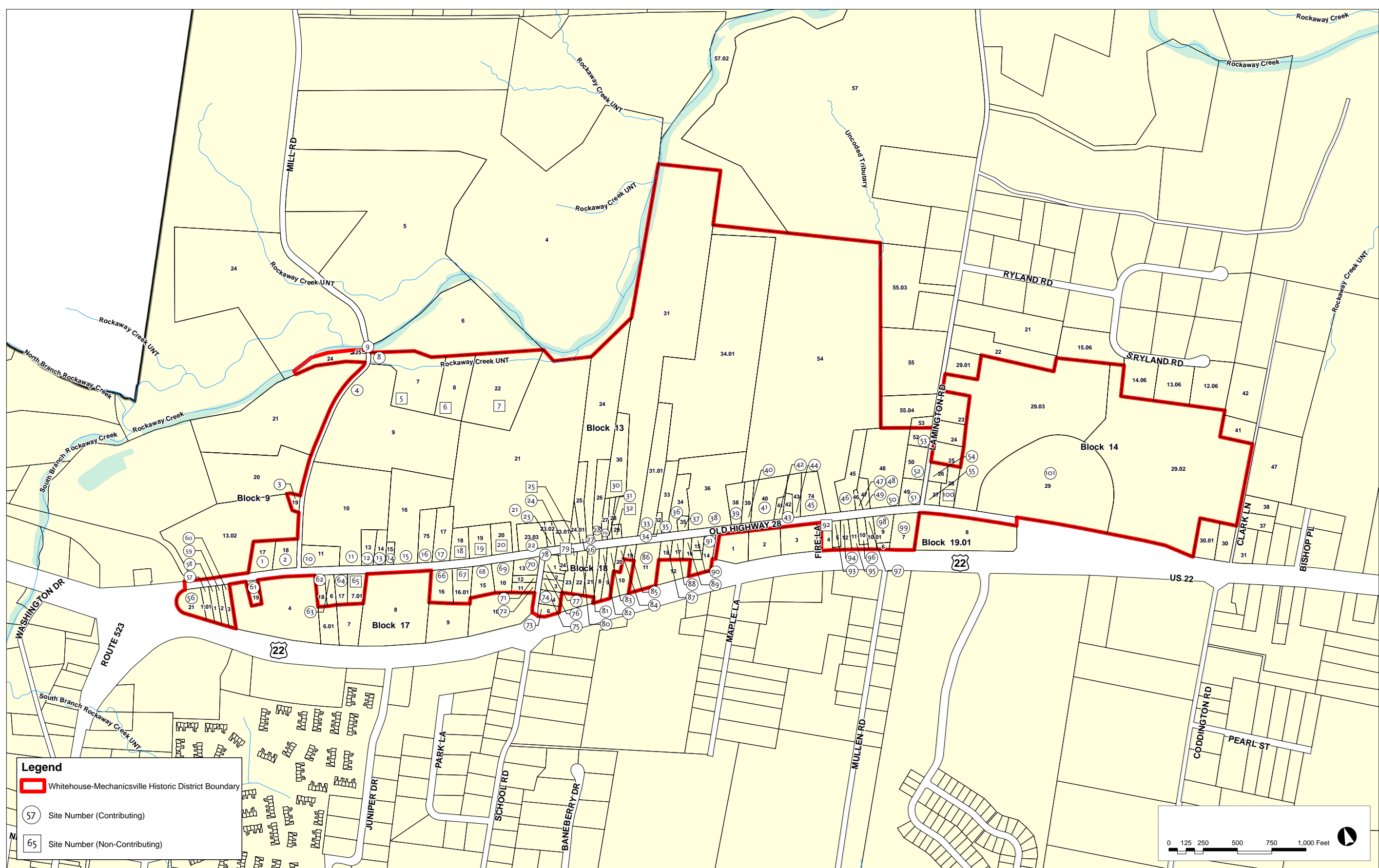






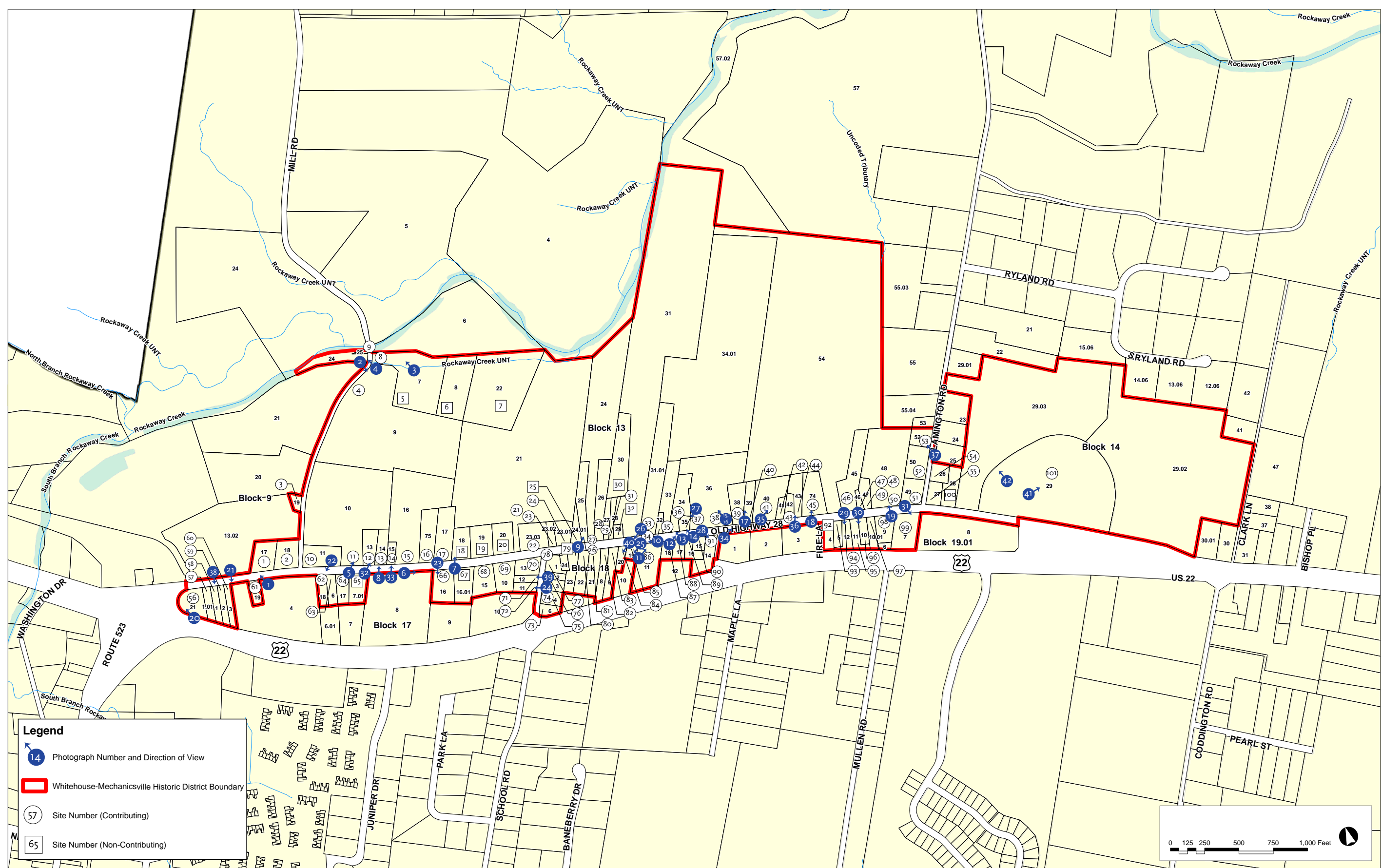
Whitehouse-Mechanicsville Historic District Latitude/Longitude Coordinates

1. 74° 45' 49" W, 40° 37' 19" N
2. 74° 45' 31" W, 40° 37' 32" N
3. 74° 44' 50" W, 40° 37' 38" N
4. 74° 44' 09" W, 40° 37' 08" N
5. 74° 44' 16" W, 40° 36' 57" N



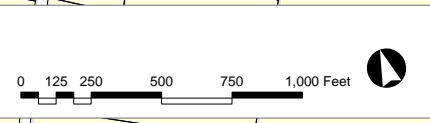
# Whitehouse-Mechanicsville Historic District Boundary Map





**Legend**

- Photograph Number and Direction of View
- Whitehouse-Mechanicsville Historic District Boundary
- Site Number (Contributing)
- Site Number (Non-Contributing)

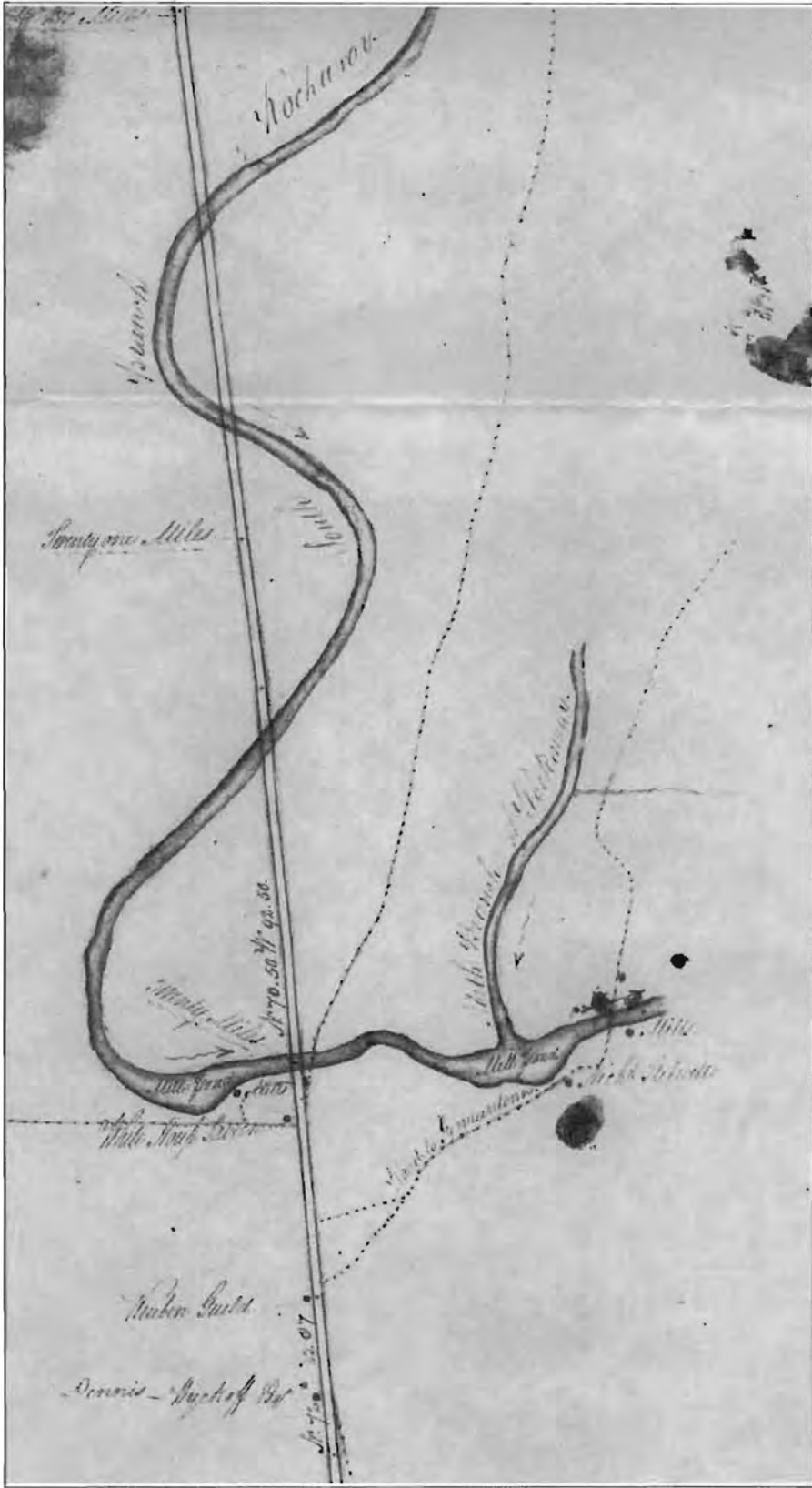


# Photograph Identification Map

## Whitehouse-Mechanicsville Historic District

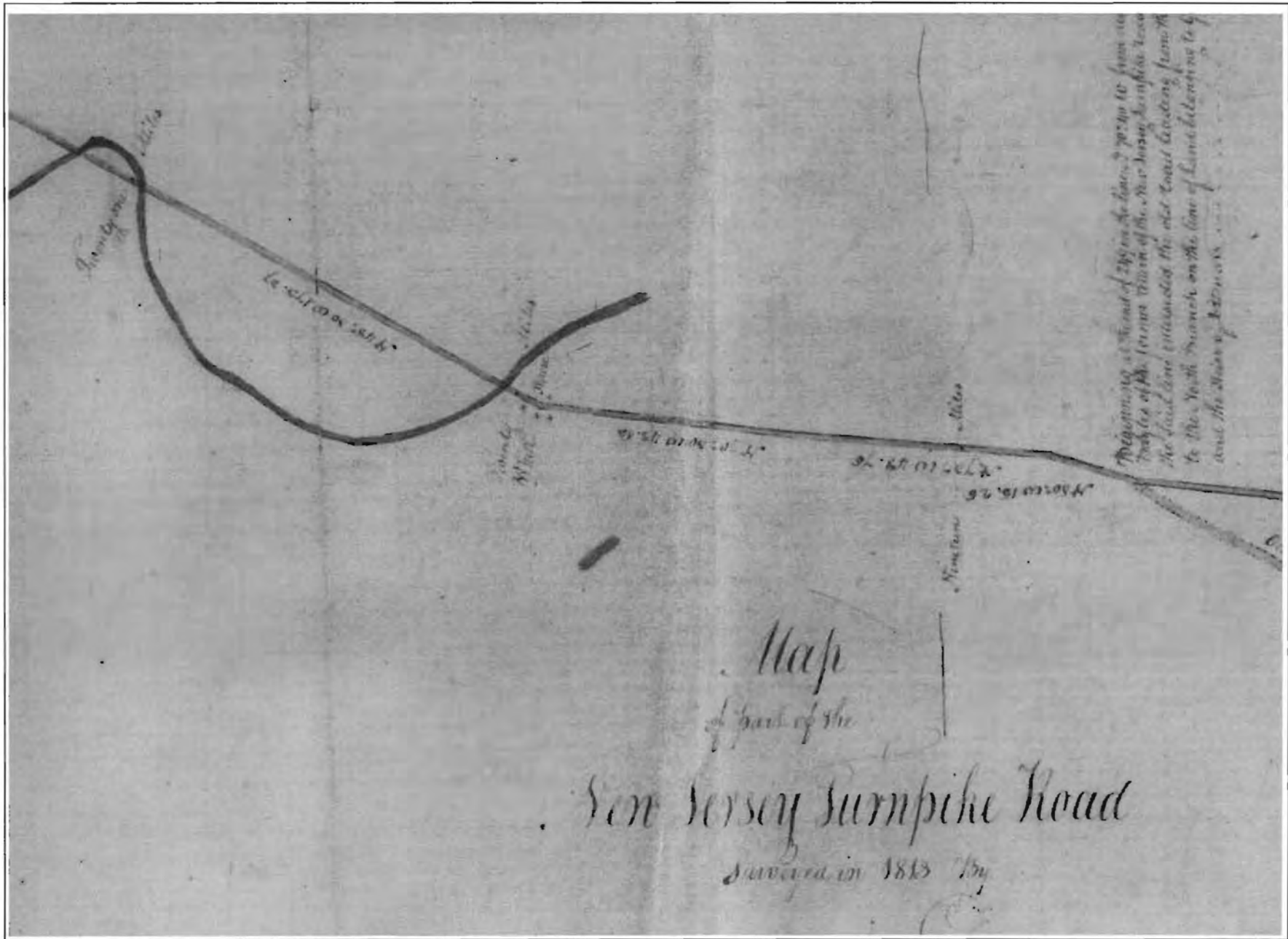
Readington Township, Hunterdon County, NJ | October 2009



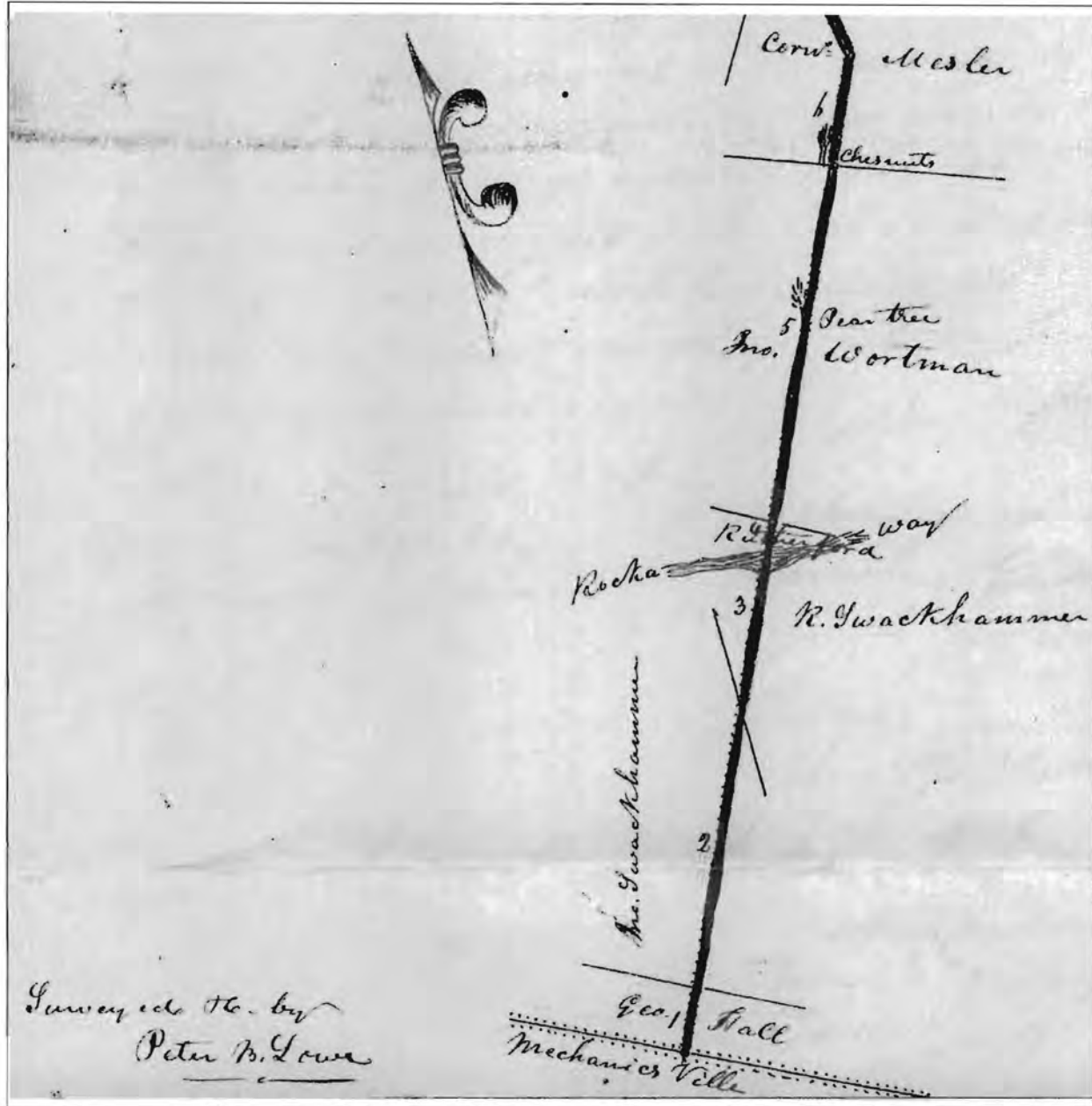


1807: Henry Plum, *Map of the New Jersey Turnpike Road*

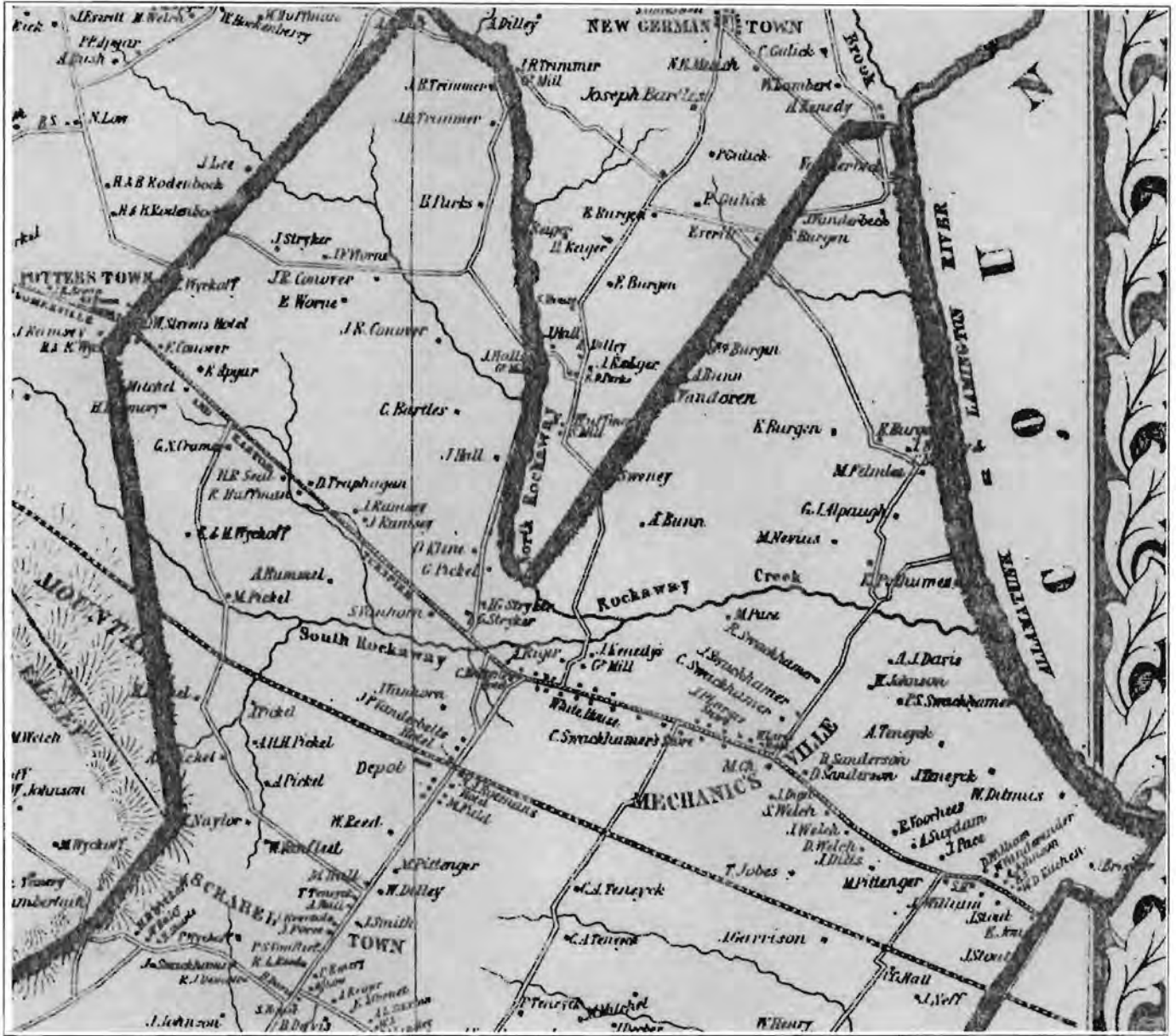
Whitehouse-Mechanicsville Historic District



1813: Odwd Welsted, *Map of part of the New Jersey Turnpike Road* (detail)



1832: Peter B. Lowe Road Survey  
Return of Road in Readington Township NJ (Vol. 20-1-14)

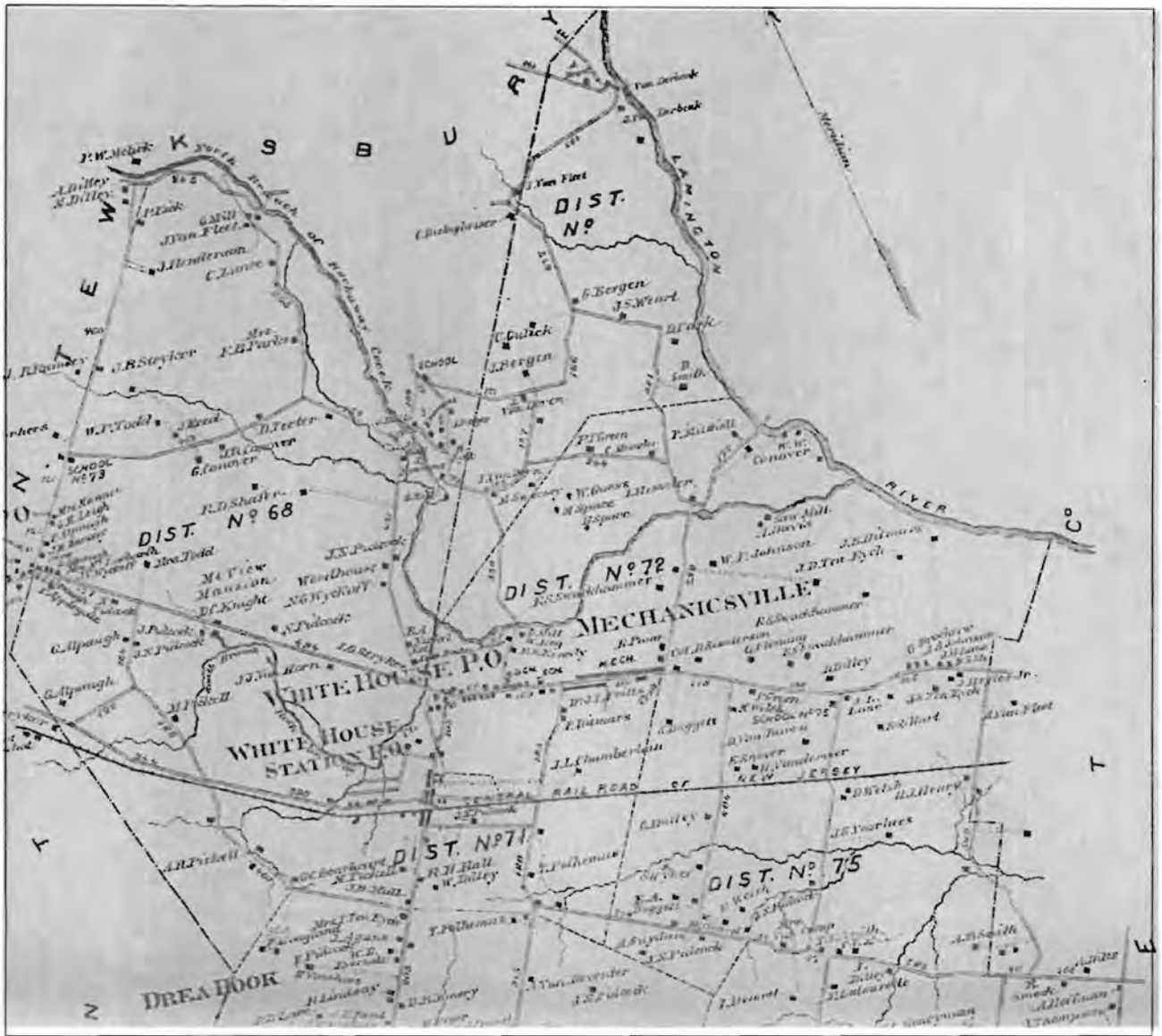


1852: Samuel Cornell, *Map of Hunterdon County, New Jersey*

Whitehouse-Mechanicsville Historic District, Hunterdon County, NJ

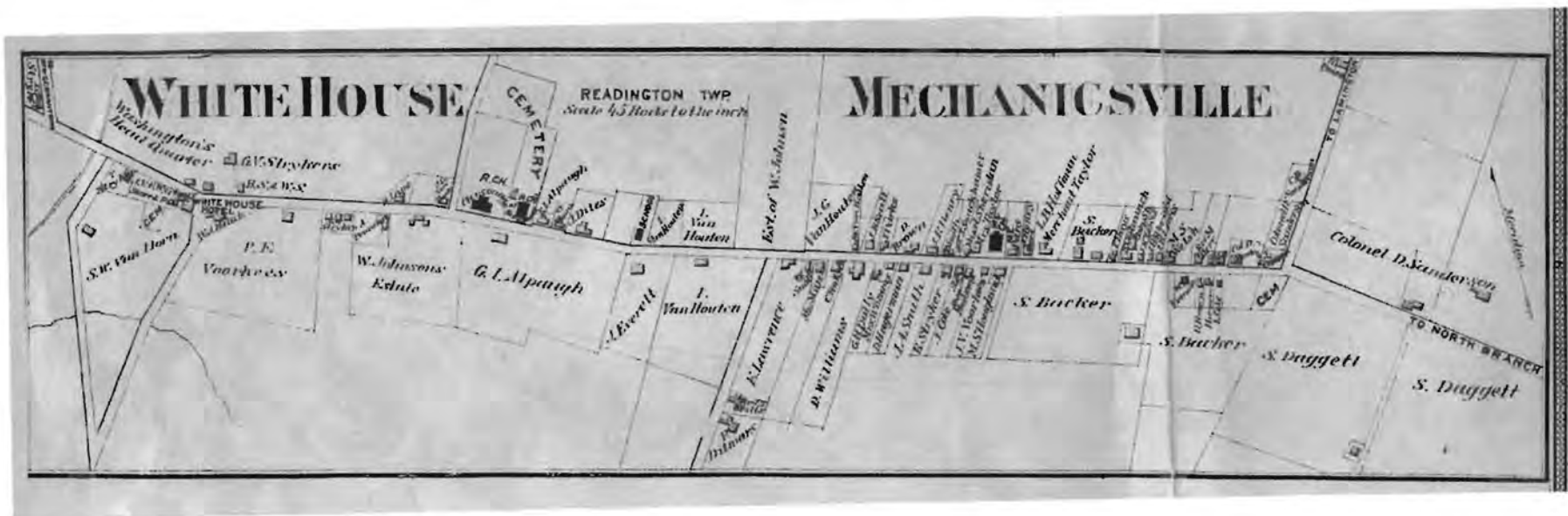


1860: Beers & Lake, Map of the Vicinity of Philadelphia and Trenton



1873: F.W. Beers, *Atlas of Hunterdon County, NJ*

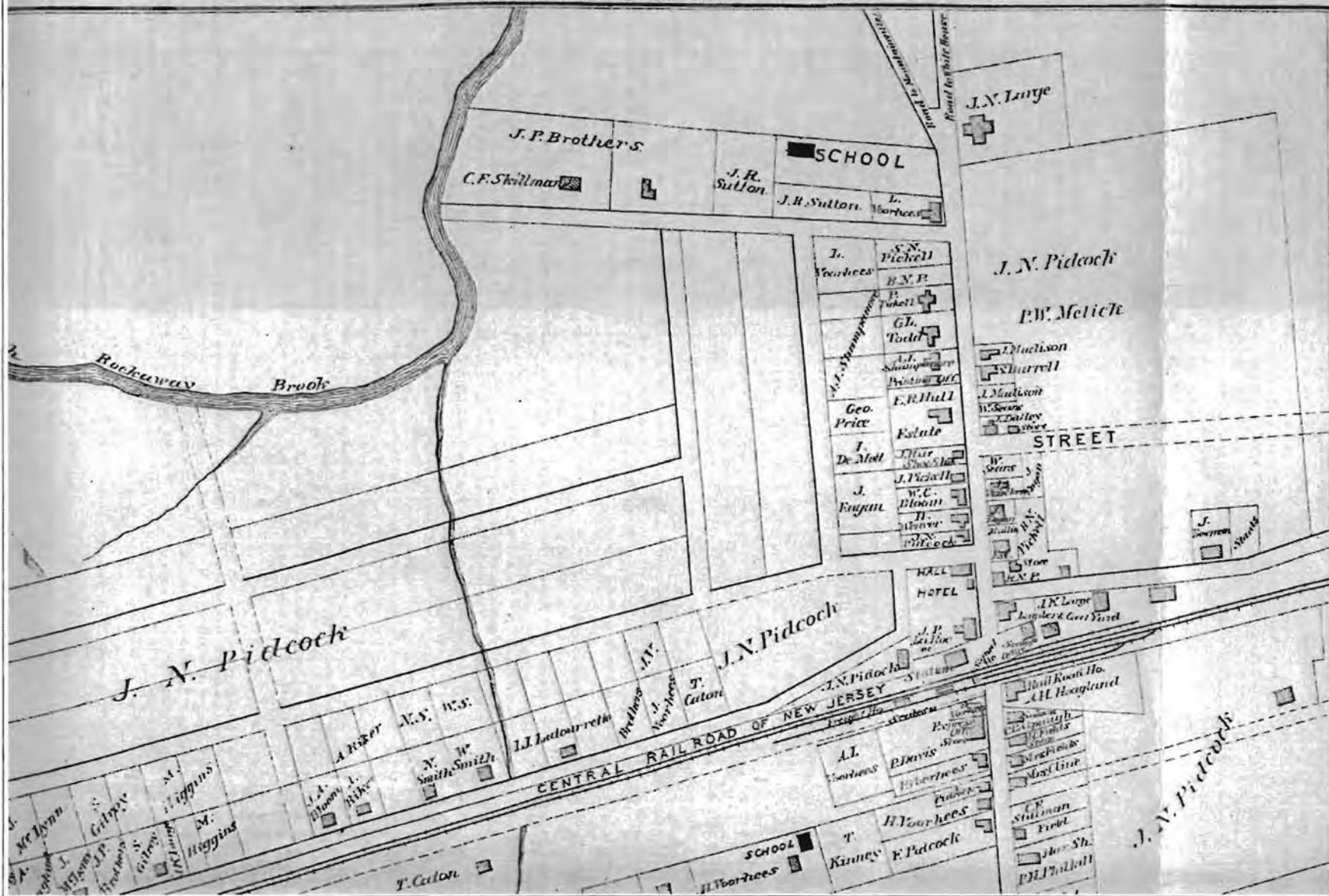




1873: Beers County Atlas of Hunterdon, New Jersey

# WHITE HOUSE STATION

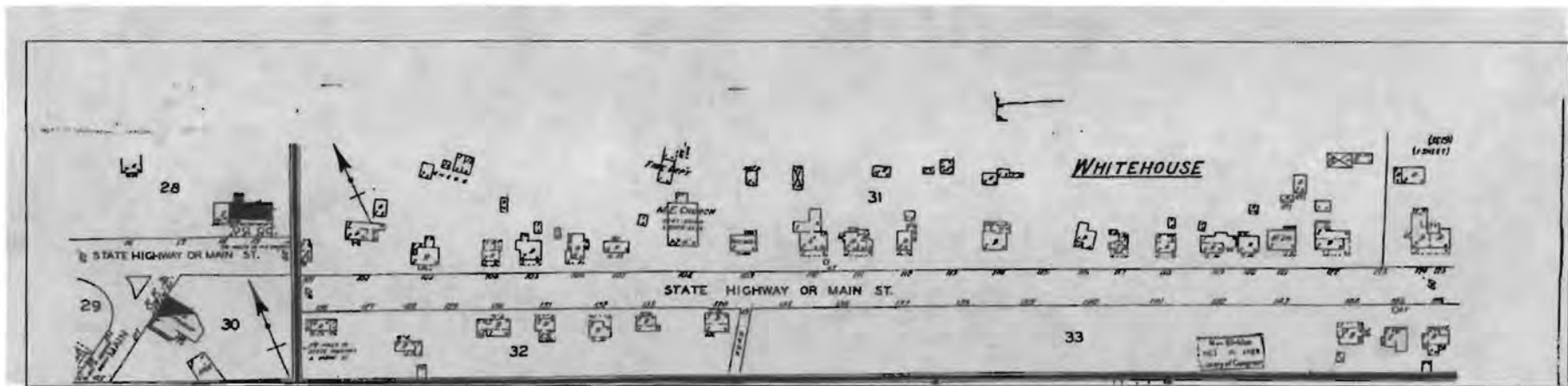
READINGTON TWP.  
Scale 20 Feet to the inch



1873: J.W.Beers, County Atlas of Hunterdon, New Jersey (detail)

Whitehouse Mechanicsville Historic District





1928: Sanborn Map Company, *Whitehouse Station, Hunterdon County, NJ (detail)*

Whitehouse-Mechanicsville Historic District





**Historic photograph of Whitehouse, NJ c. 1905**

**Whitehouse-Mechanicsville Historic District**

















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UNITED  
METHODIST  
CHURCH





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EAST WHITEHOUSE FIRE DEPT



HEARNS  
FEDERAL HOME





























































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UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Whitehouse--Mechanicsville Historic District  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: NEW JERSEY, Hunterdon

DATE RECEIVED: 1/30/15 DATE OF PENDING LIST: 3/05/15  
DATE OF 16TH DAY: 3/20/15 DATE OF 45TH DAY: 3/17/15  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000093

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 3.17.15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION  
NATURAL & HISTORIC RESOURCES

Office of the Assistant Commissioner  
MAIL CODE 501-03A  
PO Box 420  
Trenton, New Jersey 08625  
609-292-3541/ FAX: 609-984-0836



BOB MARTIN  
Commissioner

CHRIS CHRISTIE  
Governor

KIM GUADAGNO  
Lt. Governor

December 2, 2014

Paul Loether, Chief  
National Register of Historic Places  
National Park Service  
Department of the Interior  
Washington, D.C. 20240

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the Whitehouse-Mechanicsville Historic District, Readington Township, Hunterdon County, New Jersey.

This nomination has received unanimous approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Daniel D. Saunders, Administrator, New Jersey Historic Preservation Office, Mail code 501-04B, P.O. Box 420, Trenton, New Jersey 08625-0420, or call him at (609) 633-2397.

Sincerely,

Rich Boornazian  
Deputy State Historic  
Preservation Officer