NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

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

# National Register of Historic Places Registration Form

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 Raven Rock Historic District

other names/site number

## 2. Location

street & number Route 29; Quarry Road ☐ not for publication

city or town Delaware Township ☐ vicinity

state New Jersey code NJ county Hunterdon code 019 zip code 08822

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this [X] 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 [X] meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide [X] locally. ☐ See continuation sheet for additional comments.

Kate Boury Ass't Commissioner 9/22/15

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: Signature of the Keeper Date of Action

☐ 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:)

## 5. Classification

**Ownership of Property**
(Check as many boxes as apply)

- [X] private
- [X] public-local
- [ ] public-State
- [ ] public-Federal

**Category of Property**
(Check only one box)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

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

| Contributing | Noncontributing | |
|---|---|---|
| 15 | 3 | buildings |
| 2 | | sites |
| 13 | | structures |
| | | objects |
| 30 | 3 | 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
COMMERCE/TRADE/department store
DOMESTIC/hotel
AGRICULTURE/animal facility
TRANSPORTATION/road related

**Current Functions**
(Enter categories from instructions)

DOMESTIC/single dwelling
DOMESTIC/secondary structure
TRANSPORTATION/road related

## 7. Description

**Architectural Classification**
(Enter categories from instructions)

OTHER/I-House
MID-19th CENTURY/Greek Revival
LATE VICTORIAN/Gothic Revival

**Materials**
(Enter categories from instructions)

foundation STONE
walls STONE
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.

**Areas of Significance**
(Enter categories from instructions)

COMMUNITY DEVELOPMENT
ARCHITECTURE

**Period of Significance**
c. 1800 – 1935

**Significant Dates**
N/A

**Significant Person**
(Complete if Criterion B is marked above)

**Cultural Affiliation**
N/A

**Architect/Builder**
N/A.

**Narrative Statement of Significance**
(Explain the significance of the property on one or more continuation sheets.)

## 9. Major Bibliographical References

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

**Previous documentation on file (NPS):**

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

**Primary location of additional data**

[ ] State Historic Preservation Office
[ ] Other State agency
[ ] Federal agency
[ ] Local government
[ ] University
[ ] Other

Name of repository:

## 10. Geographical Data

**Acreage of property** Approximately 53 acres

**UTM References**
(Place additional UTM references on a continuation sheet.)

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|---|---|---|---|---|---|---|---|
| 1 | | | | 3 | | | |
| 2 | | | | 4 | | | |

[X] See Map with UTM Coordinates

**Verbal Boundary Description**
(Describe the boundaries of the property on a continuation sheet.)

Please See Continuation Sheet Section 10.

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

Please See Continuation Sheet Section 10.

## 11. Form Prepared By

name/title Dennis Bertland & Janice Armstrong

organization Dennis Bertland Associates date March 2014

street & number P.O. Box 315 telephone 609-397-3380

city or town Stockton state NJ zip code 08559

## Additional Documentation

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

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

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

**Photographs**

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

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

## Property Owner

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

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this from 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.

# NARRATIVE DESCRIPTION

The Raven Rock Historic District encompasses a small 19th-century hamlet located near the Delaware River and the Delaware and Raritan Canal State Park just east of the Bull's Island Recreation Area at the foot of the prominent cliffs demarking the southwestern corner of Hunterdon County's central plateau. The community developed near the northern terminus of the Delaware and Raritan Feeder Canal (constructed in 1830-34) at a late 18th-century mill site and river landing on Bull's Creek (a side channel of the Delaware River separating Bull's Island from the river's east bank that was utilized as the feeder canal's intake), where a station was established upon the construction of the Belvidere Delaware Railroad in the early 1850s and a bridge erected over the Delaware River in 1856 to replace an earlier downstream ferry.[1] Occupying the narrow strip of land between New Jersey Route 29 and the rocky cliffs from which it likely takes name, the linear settlement consists of a few dozen buildings, structures and sites, mostly clustered at the intersection of a bypassed section of the old River Road and Quarry Road. Comprising all of the historic hamlet, except for the mill site which was obliterated during the construction of Route 29 in 1959, the district includes ten dwellings with attendant outbuildings and stone retaining walls, along with a former tavern, a former dwelling/store, a road, bridge and abandoned quarry.[2] In general, buildings are quite closely spaced on small lots and have varied setbacks, although properties at the western end are larger and houses, more widely spaced, and their linear arrangement along the foot of the rocky cliff towering above them gives the community its distinctive character. Aside from large rock outcrops, the cliff-side is mostly wooded, as are the lands along the river and canal; the landscape to the south and east (and to a lesser extent north and west) is more open and agricultural in nature with a mix of farms and modern low-density residential development.

The district contains thirty contributing resources and three non-contributing resources. There are fifteen contributing buildings, most of which are 19th century dwellings, but also including the former tavern, store/dwelling and a number of outbuildings (two wagon houses, a bank barn and an outkitchen). Other contributing resources include two sites (a quarry and barn ruin) and thirteen structures (most notably the stone retaining walls that are such an prominent feature of the district's landscape, as well as two well curbs, a road and a bridge). Three buildings constitute the non-contributing resources: a much altered & enlarged 19th-century house, a mid-20th-century dwelling erected on a 19th-century foundation and a late 20th-century garage. The district also contains a number of frame sheds and fences of late 20th-century date not included in the resource count.

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[1] Curt Chinnici (ed.), *Stories from Raven Rock New Jersey*, pp. 29 & 75; James P. Snell, (ed.), *History of Hunterdon and Somerset Counties, New Jersey*, pp. 109 & 115; Frank T. Dale, *Bridges over the Delaware River*, page 57.
[2] Chinnici, pp. 121 & 129.

Raven Rock's road network, established by the early 19th century, consisted of two roads: one running along the river (old river road) and an intersecting road (Quarry Road) which ran northeast along the foot of the hill.[3] This network provided external connections up and down the river and to neighboring communities, as well as to the county seat at Flemington and the more distant market towns of New Brunswick and Trenton. Following its original route, Quarry Road remains unpaved and features one travel lane with narrow shoulders (inventory #13, photo #s 14 and 18). The road's minimal signage consists of standard road identification and traffic control signs; steel guardrails of late 20th-century date also are present. The Quarry Road guardrails obscure a small bridge consisting of an early 20th-century concrete deck slab erected on earlier stone abutments that retains an iron lattice railing on upstream side (inventory # 15, photo #20). The concrete deck has been covered with gravel to raise road level, work presumably in conjunction with the installation of the guardrails. New Jersey Route 29, which abuts the south side of the district, replaced the old river road, and a fragments of the latter, bypassed during the construction of state highway in 1959, survive as driveway access to several district properties.[4] Another road (outside the district's boundaries), which crosses the canal and Bull's Island provides access to the bridge crossing the Delaware River to Lumberville.

Raven Rock's historic architecture consists of modest buildings of frame and stone construction that date from about 1800 to 1870 and exhibit simple detailing and minimal stylistic embellishment. Other characteristic features include gable roofs, single-pile plans, interior gable-end chimneys, embanked cellars or ground stories, regular or irregular fenestrations of two-to-three bays a linear expansion. The traditional two-story, single-pile, gable-roofed house type with interior gable-end chimneys and one or two-room plans –termed the I-type by cultural geographers– comprises about half the district's building stock: four dwellings (inventory #s 6, 10, 11 and 12; photo #s 11, 15, 16 and 17), along with the tavern (inventory #1, photo # 4) and the store/dwelling (inventory #5; photo #s 9 and 10). Since these buildings are built into the base of the cliff, their first stories are embanked to varying degrees, the first story partially or fully below grade on the rear elevation. One exception is the house at inventory #12, which has two full stories above a bank cellar. Almost as common in the district are one and one-half-story, single-pile-plan dwellings with one or two-room plans and with bank cellars that are fully above grade on the front elevation giving them a two-and-one-half-story appearance (inventory #s 2, 3, 4, 7 and 8; photo #s 5, 6, 7, 12 and 13). Conforming to a construction practice common throughout the region during the 18th and early 19th-centuries, Raven Rock's buildings were enlarged through linear expansion or the addition of gable-end shed appendages (inventory #s 1, 2, 3, 5, 6, 7, 10, 11 and 12; photo #s 4, 5, 6, 16 and 17). At least one shed appendage, the tavern's two-story east gable-

[3] Thomas Gordon, *A Map of the State of New Jersey and Adjoining States*, 1828.
[4] Chinnici, pp. 121 & 129.

end appendage appears contemporary with the building's original construction, and the stone timber-linteled fireplace abutting the appendage's southeast corner speaks to the service function of such appendages (inventory #1, photo #4). While frame construction predominates, coursed-rubble stone was employed for foundations, embanked ground stories and chimneys, as wells as for the upper stories of three buildings: the tavern and original sections of one house and the store/dwelling (inventory #s 1, 5 and 11, photo #s 4, 9 and 16). A 1939 photograph documents that the tavern's stonework was stuccoed originally, and house # 11 retains portions of its stucco-cladding. Raven Rock's buildings are simply detailed and exhibit little stylistic embellishment. Exceptions are the Grecian ovolo moldings of the tavern's doors and windows and the dormer windows of one house (inventory #1, photo # 6 whose pilasters and cornices exhibit late Federal/Greek Revival influences, as well as the amalgam of Gothic Revival and Italianate motifs employed to or5namant the porch of another dwelling (inventory #2, photo #5). A few mid/late 20th-century houses are present (inventory #s 10 and 11), and might incorporate portions of earlier buildings.

Raven Rock's one extant commercial resource is the former Huffman/Heath Store, evidently constructed as a free-standing building c. 1839-50, but joined to an earlier stone dwelling by a frame hyphen erected some years later (inventory #5, photo #s 9 & 10).[5] The frame, 2-story, gable-roofed, single-pile-plan store has a domestic character, except for two features that reveal its original commercial function: a batten-doored dormer at the east end of the front with hoist pulley (protected by a gable overhang) facilitated attic storage and the wide double-doored cellar entrance under the front porch, features that facilitated the use of the attic and cellar for storage of goods. The stone bank cellar of another 19th-century store, purportedly destroyed by fire in 1876, survives as the foundation of a small bungalow-like dwelling erected in the early 20th century (inventory #9, photo #15).[6] The Saxtonville Tavern also has a domestic character, as did many of the region's early hostelries (inventory #1, photo #4). It evidently began as a one-room-plan I-type dwelling that was enlarged to the west by two extensions of similar scale upon its conversion to a tavern in the 1830s; one feature that expressed its tavern-use was the two-story porch, removed upon the construction of route 29, which spanned the entire front elevation facilitating circulation.

The district buildings feature a number of ancillary buildings and structures. Three frame agricultural outbuildings, a bank barn and two gable-fronted wagon houses, are found at inventory #12, and a stone barn foundation survives next to the tavern (inventory #1, photo #4). Other early domestic

[5] The 1851 map depicts the "R. Huffman store" on the site, and the 1860 map references the "C. Heath Store & P. O." [Samuel C. Cornell, *Map of Hunterdon County*, 1851; S.N. Beers, *Map of Philadelphia and Trenton Vicinity*, 1860].

[6] Chinnici, page 101. The property is identified as the "C. S. Johnson Store" on the 1873 county atlas [F.W. Beers, *Atlas of Hunterdon County, New Jersey*, page 65].

buildings and structures include a stone and frame out kitchen, two stone well curbs, and a frame shed (inventory #s 1, 2 and 5, photo #9).

One final district resource is the abandoned sand/stone quarry, a site of several acres on the east side of Quarry Road (inventory #14, photo #19). In addition to the quarry itself, now partially filled with water, the site encompasses remnants of the quarry operation including stone retaining walls, a collapsed derrick and a small metal storage shed said to have been used for explosives; a small frame house stood between the quarry and Quarry Road, and remnants of its foundation may also survive. The quarry operated from the 1870s (perhaps somewhat earlier) until the 1930s. [7]

In the following inventory, each principal structure and site is identified by a number that locates it on the accompanying district map. All primary entries are categorized as either "contributing" or "non-contributing" to the significance of the district. All outbuildings included in the inventory are identified as either contributing or non-contributing with the designation (C) or (NC). Physical description, restricted to exterior features, include materials, building form or type and details such as windows, doors and porches. Sources used for dating purposes include Samuel Cornell's *Map of Hunterdon County* (1851); S.N. Beer's *Map of Philadelphia and Vicinity*, (1860); and F. W. Beer's *Atlas of Hunterdon County* (1873). References are included where appropriate to earlier surveys: Historical American Building Survey (denoted by HABS), Hunterdon County's 1979 historic sites survey (denoted by "HCS) and the Delaware Township Historic Sites survey (denoted by "DTS").

## Inventory

**1** **2226 Daniel Bray Highway**. (Saxtonville Tavern) [HCS RR-14; DTS RR:1a; HABS NJ-616] .
**Contributing** **Block 46/Lot 14** **Photo # 3&4**

Stone, 2-story, 7-bay, single-pile, gable-roofed **former tavern** constructed laterally in three or four sections: a 2 bay I-type unit with interior east gable-end chimney (stone stack) that was laterally enlarged with 2-bay and 3-bay additions to its west, both with interior west gable-end chimneys (stone stacks). A stone 2-story, shed-roofed east gable-end appendage appears contemporary with the original build; set perpendicularly to its southwest corner is a stone timber-

[7] Chinnici (ed.), *Stories from Raven Rock New Jersey*, pp. 133, 136-141. An 1868 geological report noted that there were two quarries at Raven Rock, "one not recently used" located near the hotel, which produced a fine grained, pale-red stone, and the other "now quarried," but location not given, produced a hard, coarse-grained, light-grey stone [George H. Cook, *Geology of New Jersey by Authority of the Legislature*, page 512].

linteled fireplace with stone chimneystack. The building rear façade is partially below grade on the first story, featuring a single entry but no windows.

**Style**: Federal/Greek Revival influences

**Date/History**: 1830s; possibly late 18th /early 19th century in part.

HABS gives c. 1782 for the construction of the original portion and c. 1801-1835 for the two north additions, the earliest date presumably based on the fact that Moses Quinby, whose father Isaiah then owned the property, first married in that year, and according to family genealogy when Moses married for the second time in 1801 he and his new wife went "to live in the little house" at the foot of the riverside cliff [HABS NJ-616; Curt Chinnici (ed.), *Stories from Raven Rock New Jersey*, pp. 26, 28 & 87]. A 1785 survey map depicts a house at this location, which is identified as "Quinby's," and the earliest portion of the extant house might possibly be that dwelling [Reading Howell, surveyor, "Map of Delaware River Made by Commissioners of New Jersey and Pennsylvania, 1785"]. A store may have been conducted in conjunction with this house, before or after Nathanial Saxton acquired the property in 1810, and it could have been enlarged around that time or more likely in the 1830s, when it became a tavern upon the construction of the Delaware & Raritan Canal. The 1833 canal survey depicts a building on the site (one of four in the immediate vicinity) ["Map and Survey of the Delaware & Raritan Canal and Feeder filed March 7, 1833 by James S. Westvelt (?)"]. An 1833 advertisement for an auction "at the house of Richard Bennett, innkeeper" provides the earliest documentation of the building's use for that purpose. Within a few years Bennett purchased the property from Saxton but in 1839, "desirous to go West," he attempted unsuccessfully to sell the property "where he now lived," which he described in a newspaper advertisement as encompassing "a large and commodious Tavern House, Store House, [and] excellent Shed and Barn all newly built," seemingly evidence that the house largely dates to the canal era [Chinnici, pp. 47-52], reinforced by the physical evidence of the use of Grecian ovolo moldings for trim. In 1848 Bennett sold the property to Irish-emigrant Bernard Rogan, and the 1851 county map names the enterprise "B. Rorgaman Hotel" [Cornell, *Map of Hunterdon County*, 1851]. The tavern operated into the 1860s but had closed by 1873 [Chinnici, pp. 47-52].

**Additional description:** Exterior features include flush eaves and mostly 6/6 and 9/6 sash windows with architrave trim (incorporating Grecian ovolo molding on the windows of the west and middle section. Each section of the main block has a recessed front entry with board-lined reveals and transom. While both the west and middle entries have architrave trim with Grecian ovolo out molding, the west entry features a recess-panel door (three horizontal panels

over two vertical; all with Grecian ovolo molding) and the middle entry has a batten door. The east section's entry has a batten door and plain trim. The shed appendage's entry is not recessed; it also has a batten door and plain trim.

The 1939 HABS photographs document that the building was then stuccoed and the existence of at a 2-story, shed-roofed porch extending the full-width of the building's front, the end bay of the porch's lower level in front of the fireplace being enclosed, and a second-story rear entry almost at grade level [HABS NJ-616]. The west section had a center-bay entry on the second story opening to the porch; it has been in-filled with stone, which presumably occurred after the porch was removed.

The HABS survey documented interior fabric suggestive of the early 19th-century and exhibiting Federal and Greek Revival influences: an open staircase with vase-turned newel post, square spindles and railing of oval section and a fireplace mantel with reeded pilasters [HABS NJ-616].

**Outbuildings**: (1) Square stone **well curb** (19th century)(C); (2) Stone, 2-bay **barn foundation** with door and window openings (19th century)(C). A 1939 photograph documents that the barn had a gable roof and vertical siding [HABS NJ-616].

**2** **2222 Daniel Bray Highway**. [HCS RR-13] [DTS RR:1]
**Contributing** **Block 46/Lot 13** **Photo # 5**

Stone and frame gable-roofed **dwelling** constructed laterally in four sections: 3-bay, 1 and ½-story main block with embanked stone ground-story and interior gable-end chimneys (brick stacks); a frame, 2-story, 2-bay center section with interior west gable-end chimney (brick stack); a 2-story, 2-bay west addition set back slightly from the front wall plane of the first two sections; and a 1-story, 2-bay shed-roofed appendage with interior chimney (brick stack) at the northwest corner of the latter section. The first story is partially below grade on the rear elevation.

**Style**: Gothic Revival/Italianate embellishment.

**Date/History**: c. 1855-60, possibly earlier in part (main block & center section); early 21th century (north addition).

The lot on which the house stands was subdivided from a larger tract in 1810 and sold to Jonas Lake in for $150; and six years later Lake and his wife sold the property for $406, which suggests that that Lake may have built a dwelling or made other improvements [Hunterdon County Deeds, Book 16, page 257 & Book 28, page 662]. The lot was acquired in 1855 for $301 by George Huffman who sold it to Marcellus Colligan in 1860 for $700, and the 1860 county map is the first to depict a house on the lot (identified as "J. Higham" evidently as mistake for G. Huffman), and Huffman probably can be credited with the construction of the extant house or substantially improvement to an earlier dwelling; the 1973 atlas identifies that house as "J. Colligan" [HC Deeds, Book 111, page 642 & Book 158, page 597; S. N. Beers, *Map of Philadelphia and Trenton Vicinity*, 1860; F.W. Beers, *Atlas of Hunterdon County, New Jersey*, 1873, page 65.].

**Additional description:** Exterior features clapboard siding, box cornices, flush raking eaves, 3/3 and 6/6 sash windows, and central entry on the main block's ground story. The main block features a 3-bay porch incorporating an amalgam of Gothic Revival and Italianate motifs including a box cornice with perforated frieze in a quatrefoil pattern and square posts with molded imposts supporting large curved bracket with central pendants, creating an arcaded effect, and square; an historic photograph indicates that the main block's bay window of the central section is a late 20th century addition.

**Outbuildings**: (1) Stone **retaining walls** (19th)(C); (2) Stuccoed-stone and frame **shed** with gable–roof (19th)(C).

**3** **2204 Daniel Bray Highway**. [HCS RR-12] [DTS RR:2]
**Contributing** **Block 46/Lot 11** **Photo # 6, 7, & 8**

Stone and frame, single-pile, gable-roofed **dwelling** constructed laterally in five sections: the main block comprised of a 2-over-3-bay, 1 and ½-story east block (presumably the original section) with embanked stone ground-story and interior east gable-end chimney (brick stack) and a 1-bay, 2-story west extension with interior west gable-end chimney (brick stack); a 2-bay, 1 and ½-story west addition (the central section) addition; and a 1-over 2-bay, 2-story west addition that began as a shed-roofed appendage, as documented by a historic photograph, and was enlarged by the addition of an upper story and 2-story gable-end porch in recent years [Chinnici, page 89].

**Style**: late Federal/Greek Revival influences or Colonial Revival embellishment

**Date/History**: c. 1833-1851, possibly earlier in part (main block, central section, & first story of west addition); early 21st century (west addition, upper story).

This house first appears on the 1851 and 1860 maps, when it is identified as the property of "J. McVay" [Cornell, 1851, & S. N. Beers, 1860]. Lavinia McVey inherited the property from Rebecca Price who purchased it in 1844 for $310; Lavinia in turn sold it for $910 to George J. Reading in 1867, an increase in price suggestive of considerable improvements made since she gained title in 1844 [HC Deed, Book 82, page 139, and Book 137, page 318]. The 1873 atlas names "G. J. Reading" as the owner (F. W. Beers, 1873, page 65].

**Additional description:** The main block features three gabled dormers whose gabled cornices with returns and plank flanking pilasters reveal late Federal/Greek Revival stylistic influences, or perhaps are Colonial Revival embellishments. Other exterior features include clapboard siding, wood shingle roof, flush eaves, and mostly 6/6 sash windows with plain trim. The original build has a central, recessed, ground-story with board-lined reveals and glass-and-panel door; modern shed pent roofs protect the two other front entries.

**Outbuildings**: (1) Stone **retaining wall** (19th) (C). A small frame shed of late 20th-century date is located to the west of the house, and a late 20th-century picket fence caps the wall, partially replacing one visible in a historic photograph [Chinnici, *Stories from Raven Rock New Jersey*, page 27]. Modern split-rail and vertical-board fencing also is present.

**4** **2202 Daniel Bray Highway**. [HCS RR-11] [DTS RR:3]
**Contributing** **Block 46/Lot 10** **Photo # 7**

Frame and stone, 1 and ½-story, single-pile, gable-roofed, 4-bay **dwelling** with embanked ground story fully above grade on the front, interior gable-end chimneys (stuccoed stacks) and a 2-story, 2-bay, shed-roofed appendage on the west gable with interior chimney (stuccoed stack) which a historic photograph indicates either replaced or expanded a 1-story shed appendage at that location [Chinnici, page 89].

**Style**: none

**Date/History**: mid-19th century; upper-story of shed appendage (c. 2000).

**Additional description:** Exterior features include clapboard siding, flush eaves, 1/1 sash windows (modern replacements), paired central ground-story entries with board-lined reveals and glass-and-panel doors and a shed-roofed porch with square posts and railings.

**Outbuildings**: (1) Stone **retaining wall** (19th). The property also includes a frame, gable-roofed shed of late 20th-century date.

**5 2200 Daniel Bray Highway**. [HCS RR-10] [DTS RR:4]
**Contributing** **Block 46/Lot 9** **Photo #s 9 & 10**

A three-unit, laterally massed, 2-story, gable-roofed **dwelling/store** consisting of a stone, 3-bay dwelling (west section) with interior gable-end chimneys (stone stacks); a frame, 3-over-4-bay store (east section) with embanked stone cellar, interior east gable-end chimney (brick stack) and gable hoist dormer at the east end of the front; and frame, 3-bay central section whose roof profile conforms to that on the west section.

**Style**: Colonial Revival embellishment

**Date/History**: c. 1810-28 (west section); c. 1832-60 (east section); mid-19th century (middle section); west appendage (early/mid 19th).

The stone west section likely is one of the four buildings depicted on the 1833 canal survey map, at which time the property was owned by Peter H. Dils, who had paid $1,200 upon purchasing it from Nathanial Saxton in 1819; that Saxton had paid only $150 for the small lot in 1810 suggests that he had made substantial improvements to the property, and the stone section likely dates to his ownership or that of Dils [“Delaware & Raritan Canal and Feeder” map, 1833; HC Deeds, Book 17, page 152 & Book 30, page 502]. Upon the establishment of a post office at Saxtonville in 1832, Peter H. Dils was an appointed first postmaster [John L. Kay and Chester M. Smith, Jr. *New Jersey Postal History*, page 78]. Dils, like many postmasters, may well have been a merchant and might have constructed the east section for a store, or kept store in the stone section. Elijah Heath acquired the property from Dils in 1839, and either Heath or his son Charles, to whom he sold it in 1857 could have built east section, if it was not already extant [HC Deeds, Book 72, page 36 & Book 116, page 207]. The 1851 map depicts the “R. Huffman store” on the site, and the 1860 map references the “C. Heath store & P. O.” [Cornell, 1851, & S. N. Beers, 1860].

**Additional description:** Exterior features include wood shingle roofs, box cornices, flush raking eaves, and 6/6 and 9/6 sash windows with architrave or plain trim and paneled shutters on the first story). The west and central section both have central entries with transoms and panel doors; west section entry is recessed with board-lined reveals, and the middle section entry protected by a shed pent extending the width of that section, a late 20th-century replacement of a shed-roofed porch that extended across the front of the west and middle sections. The east section retains a full-width porch whose continuous stone foundation incorporates a wide entry with double batten doors. The east section's dormer features a batten door and overhanging gable to protect the iron hoist pulley.

**Outbuildings**: (1) Stone **retaining walls** (19th)(C); (2) Stone **well curb** with gable roof (19th)(C); (3) A stone and frame, 1 and ½-story **out kitchen** with interior west gable-end chimney; the rebuilt frame upper half story features vertical siding on the front half-story wall (19th century & c. 2000) (C).

**6** **2198 Daniel Bray Highway**. [HCS RR-9] [DTS RR:5]
**Contributing** **Block 46/Lot 8** **Photo # 11**

Frame, 2-story, single-pile, gable-roofed **dwelling** with a symmetrical 3-over-5-bay facade and interior gable-end chimneys (brick stacks). It evidently was built in two sections: a 2-over-3-bay I-type block and a 2-bay north extension. In the late 20th century the exterior was stuccoed, the two front entries replaced by windows and a central entry installed in the central bay, creating a symmetrical façade.

**Style**: none

**Date/History**: c. 1860-73; façade remodeled late 20th century. The house does not appear on the 1860 map; the 1873 atlas identifies it as the residence of "W. Williamson" [S. N. Beers, 1860, and F. W. Beers, 1873, page 65].

**Additional description:** Exterior features include overhanging eaves, 6/6 sash windows with panel shutters and central entry. That the chimneys were designed to accommodate stoves supports a mid-19th-century construction date [Chinnici, page 99].

**Outbuildings**: (1) Stone **retaining walls** (19th)(C); (2) Frame, 1-story, gable-roofed **garage** with 6/6 windows and a batten door with strap hinges (mid 20th )(NC). A small, frame, shed of mid/late 20th-century date is also located on the property.

**7 2190 Daniel Bray Highway**. [HCS RR-8] [DTS RR:6]
**Contributing Block 46/Lot 7 Photo # 12**

Stone and frame, 1 ½ -story, 2-over-3 bay, gable-roofed **dwelling** with a stone bank cellar that is fully above grade on the front, an interior gable-end chimney and a 1-story, shed-roofed east-gable-end appendage.

**Style**: none

**Date/history**: c. 1860-73. The house does not appear on the 1860 map; the 1873 atlas identifies it as the residence of "W. Feeney" [S. N. Beers, 1860, and F. W. Beers, 1873, page 65].

**Additional description:** Exterior features include clapboard siding, boxed overhanging eaves, 3/3 and 1/1 sash windows with plain trim and louvered shutters, and a ground-story center entry. The 3-bay, shed-roofed front porch with stuccoed posts and closed railing is a 20th-century alteration.

**Outbuildings**: (1) Stone **retaining walls** (19th)(C); two small frame sheds and a metal and iron fence, all of late 20th-century date, also are present.

**8 2188 Daniel Bray Highway**. [HCS RR-7] [DTS RR:7]
**Non-contributing Block 46/Lot 6 Photo # 13**

Frame, gable-roofed, **dwelling** comprised of three sections: 1 ½ -story, 2-over-3 bay, single-pile-plan west section with a stone bank cellar fully above grade on the front, an interior gable-end chimney and shed-roofed gable-end appendages; a long, low, 1 -story central section; and a 2-story, 4 over 5 bay, brick faced east section.

**Style**: none

**Date**: 1860-73 (west section); enlarged & remodeled late 20th/early 2ast centuries... The house does not appear on the 1860 map; the 1873 atlas identifies it as the residence of "Mrs. Opdyke" [S. N. Beers, 1860, and F. W. Beers, 1873, page 65].

**Additional description:** Exterior features include vinyl and brick siding, overhanging eaves, 1/1 sash windows, casement windows and ground level central entry.

**Outbuildings**: None

**9** **6 Quarry Road**. [HCS RR-6] [DTS RR:8]
**Non-Contributing** **Block 46/Lot 5.01** **Photo # 15**

Stuccoed, 1-story, hipped-roofed **dwelling** constructed on the stone bank cellar of an earlier building.

**Style**: none

**Date/history**: mid-20th-century on 19th-century foundation. The 1873 atlas identifies a building on the site as the "C. S. Johnson Store;" an undated newspaper article purportedly states Johnson's store was destroyed by fire in 1876, and a bungalow erected on its foundation by Augustus Reading. Who conducted a basket factory in a small building nearby [F. W. Beers, 1873, page 65; Chinnici, page 101].

**Additional description:** Exterior features include overhanging eaves, interior chimney with brick stack, modern casement windows with panel shutters and a shed-roofed porch with square posts; a frame deck of late 20th-century date extends from the west side of the house.

**Outbuildings**: (1) Stone **retaining walls** (19th)(C). As small frame shed of mid/late 20th-century date also is present.

**10** **8 Quarry Road**. [HCS RR-5] [DTS RR:9]
**Contributing** **Block 46/Lot 5.02** **Photo # 15 & 16**

Frame and stone, 2-story, 2 over 3-bay, single-pile-plan gable-roofed, **dwelling** with embanked first story and a small, gable-end appendage.

**Style**: none

**Date/history**: mid-19th –century. The house may be one of the three buildings on the Quarry Road corner depicted on the 1851 map [Cornell, 1851].

**Additional description:** Exterior features clapboard siding, flush eaves, 6/6 sash windows, and central ground level entry with glass and panel door; the upper level of the front façade has been veneered with stone to match the stone ground story.

**Outbuildings**: Stone **retaining walls** (19th) (C).

**11** **10 Quarry Road**. [HCS RR-4] [DTS RR:10]
**Contributing** **Block 46/Lot 5** **Photo # 16**

Frame and stone, 2 -story, single-pile-plan, gable-roofed, **dwelling** consisting of a stone, 1-over-2-bay east section (1-room-plan I-type) with interior east gable-end chimney (brick stack) and small, shed-roofed appendage on its east gable end and a frame, 1-bay, frame west extension with small exterior chimney.

**Style**: none

**Date/history**: early/mid-19th century (east section); mid-19th century (west section). The stone east section probably is one of the three building on the Quarry Road corner depicted on the 1851 county and conceivably could be the building depicted there on the 1833 canal survey [“Delaware & Raritan Canal and Feeder” map, 1833; Cornell, 1851].

**Additional description:** Exterior features include clapboard siding, boxed cornices with returns, 6/6 sash windows with louvered, and a partially enclosed, L-shaped porch.

**Outbuildings**: None

**12** **22 A & B Quarry Road**. [HCS RR-2] [DTS RR:12]
**Contributing** **Block 46/Lot 4** **Photo # 17 & 18**

Frame, 2-story, single-pile, gable-roofed, **dwelling** comprised of two sections: a 2-over-3-bay west section (probably a 2-room-plan I-type) with a stone bank cellar fully above grade on the front and interior gable-end chimneys (brick stacks; exposed stone back on west chimney) and a 1-bay east extension with bank cellar and exterior concrete-block east-gable-end chimney.

**Style**: none

**Date/history**: early 19th century (west section); mid-19th century (east extension)

**Additional description:** Exterior features include clapboard siding, flush eaves, and 2/2 sash windows with plain trim; the west section has end-bay ground-story entries, two ground level front entries with batten doors. There may have been have been a first-story front entry original, but at present the only first-story entry is on the north or rear elevation. A flat-roofed ground-story front porch with turned posy and small spandrel brackets was removed sometime after 1981 [Chinnici, page 91; DTS RR: 12].

**Outbuildings**: (1) Frame, 2-story, gable-roofed **bank barn**, converted into dwelling, with 1 ½-story west wing (mid 19th, remodeled in mid 20th century) with clapboard siding and various multi-pane windows (C); (2) Frame, 1 ½ -story, gable-roofed **wagon house,** converted into dwelling, (mid 19th, remodeled in mid 20th century) with stone foundation and clapboard siding (C). 20 Quarry Road. [HCS RR-3] [DTS RR: 11]; (3) Stone **retaining walls** (19th)(C); (4) Small **wagon shed**, (19th century) with high stone foundation, vertical siding, 6/3 sash gable window and gable-end entry with batten double doors hung on strap hinges (C).

**13 Quarry Road**
**Contributing** **Photo #s 14 & 18**

One-lane Quarry Road appears to follow its original alignment and is unpaved. There are no shoulders or sidewalks and signage is minimal. The segment included in the district extends from Route 29 right-of-way northward to the southern district boundary.

**Style:** None

**Date:** 18th/early 19th century [Thomas Gordon, *A Map of the State of New Jersey and Adjoining States*, 1828].

**14 Raven Rock Quarry.**
**Contributing** **Block 49/Lot 1.01** **Photo # 19**

Abandoned **stone quarry** encompassing an area of several acres and now partially filled with water. The site encompasses remnants of the quarry operation including remains of a derrick

and a small metal storage shed said to have been used for explosives; a small frame house stood between the quarry and Quarry Road, and remnants of its foundation may also survive [Curt Chinnici (ed.), *Stories from Raven Rock New Jersey*, photos, pp. 133, 136 & 139].

**Style:** none

**Date/history:** First opened in 1873-74, by the Nolan Brothers, the quarry operations purportedly were transferred to the Delaware and Raritan Canal Company by 1880, to Hutchinson & Brothers and Bull's Island Stone Quarries by 1884 and the Stockton Stone Company by 1899; commercial operations ceased in the 1930s [Curt Chinnici (ed.), *Stories from Raven Rock New Jersey*, pp. 136-141].

**15 Hunterdon County Bridge D- 294, Quarry Road over unnamed watercourse.**
**Contributing Photo # 20**

Concrete deck-slab **bridge** with stone abutments and iron lattice railing on upstream side. The concrete deck has been covered with fill to raise road level and steel guardrails have been installed.

**Style:** none

**Date:** 19th century (stone abutments); early 20th century (concrete deck slab); mid/late 20th (raised road bed & steel guard rails)

**Archaeological Sites**

The 1913 *A Preliminary Report of the Archaeological Survey of the State of New Jersey* contained the following entry concerning the Raven Rock area: "On Bull's Island and at Raven Rock many specimens have been found under conditions indicating prolonged Indian occupancy." Alanson Skinner and Max Schrabisch, compilers, *A Preliminary Report of the Archaeological Survey of the State of New Jersey* (1913), page 66. A more recent report concluded: "In light of known utilization of the Raven Rock vicinity by prehistoric populations, especially in light of the possible "village site" recorded by Schrabisch and the nearby large multi-component site reported by [Deborah] Fimbel, the current APE [area of potential effects] is considered to have a high potential for prehistoric resources…" Trey Harris, *Cultural Resources Survey for the AT&T Wireless Site, 30 Quarry Road* (2003), page 39.

## NARRATIVE SIGNIFICANCE

### *Summary Paragraph*

The Raven Rock Historic District possesses significance under Criteria A and C in the areas of community development and architecture with a period of significance of c. 1800 to 1935. The hamlet, exemplifies the smallest of the agglomerate settlements that developed in the region during the 18th and 19th centuries around such focal points as a mill, church, crossroads store or tavern to serve the dispersed agricultural community, but declined as economic activity concentrated in places better served by transportation connections and geography. The district's architectural significance derives from its assemblage of modest early stone and frame buildings whose construction, form, detailing and spatial organization are representative of the rural region's domestic architecture during the 19th century, its tavern and dwelling/store being of particular note. The period of significance begins c. 1800, by which date a mill hamlet had begun to coalesce there, and ends c. 1935, in which year the local post office closed and around which time quarry operations ceased. Notwithstanding the loss of some early fabric to modern alterations, the Raven Rock Historic District retains its essential integrity of location, design, setting, materials, workmanship, feeling and association. In addition, although Criterion D significance is not claimed, archaeological resources relating to the area's 18th- and 19th-century material culture also may be present in the environs of district buildings and sites.[1]

### *Community Development Significance*

Raven Rock is representative of the small agglomerate settlements that arose throughout New Jersey during the 18th and 19th centuries to serve its dispersed agricultural population. German physician Johan David Schoepf observed the distinctive community type when passing though Maidenhead (Lawrenceville) on his American travels in 1783:

> There are in America a number of such places called towns, where one must look for the houses, either not built or scattered a good distance apart, that is, to say, certain districts are set off as Townships (market or town districts), the residents of which live apart on their farms, a particular spot being called the town where the church and tavern stand and the smiths have their shops – because in one or the other of these community buildings the neighbors are accustomed to

[1] The presence of and potential for archaeological resources is examined in Skinner and Schrabisch, *Bulletin 9 A Preliminary Report of the Archeology Survey of the State of New Jersey*; Schrabisch, *Bulletin 18 Archaeology of Warren and Hunterdon Counties*; and Harris, *Cultural Resources Survey for the AT&T Wireless Site, 30 Quarry Road* (full citations in bibliography).

> meet. And when later professional men, shop-keepers, and other people who are not farmers come to settle, their dwellings group themselves about the church and the shops.[2]

As a recent historical geography of nearby Hopewell Township has noted "the seeds for growth [of these settlements typically] were supplied by geography and transportation features combining with a commercial, industrial, or communal entity."[3] When favored by location at the intersection of two well-travelled roads or at an important river crossing, or later along the routes of turnpike, canal or railroad, one settlement might develop into a village of some size, or even a town, while another lacking those benefits, or restrained by its geography, remained a small hamlet. The heyday of village life throughout the region occurred during the second half of the 19th century; the early 20th-century witnessed its decline as economic activity and residential development increasingly concentrated in urbanizing centers with the benefit of transportation connections and improvements.[4]

By the middle of the 19th-century Delaware Township, which then included the Borough of Stockton, contained about one dozen small agglomerate settlements, eight of which had 18th-century antecedents, whose locations reflect regional settlement patterns (water power sites, crossroads, and proximity to river crossings and landings, canal and/or railroad). A ferry across the Delaware River established in the early 1700s at the original New Jersey terminus of the Old York Road (present-day Stockton) and an adjoining tavern appear to have been the first focal points of community development in the area, although little growth occurred there until much later.[5] Water-powered mills erected at five locations (Prallsville, before 1733; Headquarters, c. 1735; Sergeant's Mills, c. 1754; Sand Brook, by 1770; and Raven Rock, by c. 1800) were the original loci for those settlements, as were crossroads taverns for two others (Rosemont, ca. 1740; and Sergeantsville, 1794) and a church for another (Locktown, ca. 1750).[6] By the early 1800s Prallsville, Headquarters and Sergeantsville had become substantial hamlets with tavern, store and artisan shops, in addition to mills at the first two, and the construction of the Center Bridge across the Delaware River in 1814 and the Delaware and Raritan Canal along the river in 1832-34 resulted in modest commercial development at Stockton, and to a lesser extent at

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[2] Johan David Schoepf, *Travels in the Confederation: 1783-84, Volume I*, page 46.
[3] Richard W. Hunter and Richard L. Porter, *Hopewell: A Historical Geography*, page 85.
[4] Ibid.
[5] Hubert Schmidt, *Rural Hunterdon*, page 162; What It Takes to Raise a Village – Part One, Goodspeed Histories, http://goodspeedhistories.com/delaware-township/what-it-takes-to-raise-a-village-part-one/, February 13, 2012.
[6] Headquarters Historic District National Register nomination, pp. 8-1 & 8-4; Covered Bridge Historic District National Register nomination, pp. 8-1 & 8-3; Hunterdon County Roads, Book 1, page 65; Rosemont Rural Agricultural District National Register nomination, page 8-5; Sergeantsville Historic District National Register nomination, page 8-1; James. P. Snell, ed., *History of Hunterdon and Somerset Counties*, page 378.

Raven Rock (Saxtonville), located at the canal's northern terminus.[7] Upon the creation of Delaware Township in 1838, Sergeantsville's central location made it the favored place for public business, providing a stimulus for commercial activity there.[8] The 1851 county map identifies eight hamlets by name (Croton, Locktown, Sergeantsville, Headquarters, Rosemont, Saxtonville, Prallsville and Brookville), and the unnamed hamlets at Sand Brook and Sergeant's Mill are clearly evident.[9] Two railroads passed through the township in the 1850s (Belvidere – Delaware and Flemington Railroads), and the 1860 county map documents increased development along the Belvidere – Delaware Railroad at Brookville, Stockton and Raven Rock, and names two other hamlets, Sand Brook and Oak Dale, the latter a station on the Flemington Railroad.[10] No township farm was more than two or three miles from any of these places. By 1873, as depicted by the county atlas of that year, Stockton had emerged as the largest community in Delaware Township, with over sixty buildings including a spoke factory, hotel, school, two churches and several stores, followed by Sergeantsville with about half that number and Brookville and Raven Rock with between one and two dozen buildings. The other villages all had about a dozen buildings or less.[11] Stockton continued to grow throughout the late 19th century and in 1898 incorporated as a borough encompassing the mill hamlets of Brookville and Prallsville. During the first half of the 20th century Stockton, and to a much lesser extent Sergeantsville, remained the economic centers for Delaware Township. The other township villages, including Raven Rock, stagnated or declined throughout the period.[12]

The location and development of Raven Rock reflect patterns common to 18th and 19th century Delaware Township, as well as the larger region. The community arose at a water power site on a side channel of the Delaware River, along the river road just upstream from an early ferry crossing. This proximity of river access and water power is undoubtedly the key factor explaining the community's location and origins. A grist and saw mill established in the 1790s provided the neighborhood with its original focal points, followed by a store c. 1810 and a post office and tavern in the 1830s. The construction of the canal in the 1830s and the railroad in the 1850s had a modest impact on local development, perhaps largely due to the village's location and the constraints of its physical setting. By the third quarter of the 19th century, the community had reached its zenith of physical development, and

[7] John W. Barber and Henry Howe, *Historical Collections of the State of New Jersey*, page 246; Snell, pp. 375-377.
[8] Sergeantsville Historic District National Register nomination, page 8-12.
[9] Samuel C. Cornell, *Map of Hunterdon County*, 1851.
[10] S.N. Beers, *Map of Philadelphia and Trenton Vicinity*, 1860.
[11] F.W. Beers, *Atlas of Hunterdon County, New Jersey*, 1873, page 65; Hunterdon County Deeds, Book 143, page 68.
[12] Iris H. Naylor, *Stockton, New Jersey 300 Years of History*, page 38; *Farm and Business Directory of Hunterdon and Somerset Counties, New Jersey With a Complete Road Map of Both Counties*, page 74.

although its mills evidently had ceased operation by then, they were replaced by another small local industry, sandstone quarrying which lasted until the mid-1930s. Picnicking and camping on Bull's Island and fishing, hunting, and boating in the Raven Rock area helped sustain the community during the 1890's and the first two decades of the 20th century.

Comparison of the mid-19th century maps with the current streetscape reveals that the number and distribution of buildings in and around the settlement remains almost unchanged. Like many other regional villages and hamlets that were bypassed during the 19th-century canal and railroad building booms when business activity in western Hunterdon County consolidated in the Delaware River towns with better transportation connections, Raven Rock had become an isolated backwater by the early 20th century. The canal, quarry and post office all closed in the 1930s, leaving the hamlet an entirely residential community. Since the early 20th century, the landscape in and around the village has become more wooded, although considerable open agricultural land remains, especially in its environs. Despite the loss of these institutions and enterprises, the district's intact road network, surviving buildings and retaining walls and dramatic landscape setting give the district its distinctive historic character and preserve a record of the settlement and subsequent development of one of Delaware Township's representative agglomerate settlements.

## *Architectural Significance*

Although scattered residential development has occurred throughout the surrounding area in recent decades, the Raven Rock Historic District has managed to preserve much of its 19th-century character. A majority of the district's buildings date to the 19th centuries, as do its roads, and the distinctive historical character of the hamlet results from the survival of these elements in a generally good state of preservation, their scattered spatial organization with buildings typically having a short setback from the road, and the integrity of the landscape setting. In their form, construction, detailing, and siting, district buildings provide a representative illustration of the rural region's 19th century vernacular architecture, its roots in traditional building practices, as well as the impact of formal stylistic influences. Of particular note are its tavern and store/dwelling (inventory #s, 1 and 5, photo #s 4, 9 and 10).

Raven Rock's historic architecture consists of modest buildings of frame and stone construction that date from about 1800 to 1870 and exhibit simple detailing and minimal stylistic embellishment. Other characteristic features include gable roofs, single-pile plans, interior gable-end chimneys, embanked cellars or ground stories, regular or irregular fenestrations of two-to-three bays an linear expansion. The traditional two-story, single-pile, gable-roofed house type with interior gable-end chimneys and one or two-room plans –termed the I-type by cultural geographers– comprises about half the dis-

trict's building stock: four dwellings (inventory #s 6, 10, 11 and 12; photo #s 11, 15, 16 and 17), along with the tavern (inventory #1, photo # 4) and the store/dwelling (inventory #5; photo #s 9 and 10). Since these buildings are built into the base of the cliff, their first stories are embanked to varying degrees, the first story partially or fully below grade on the rear elevation. One exception is the house at inventory #12, which has two full stories above a bank cellar. Almost as common in the district are one and one-half-story, single-pile-plan dwellings with one or two-room plans and with bank cellars that are fully above grade on the front elevation giving them a two-and-one-half-story appearance (inventory #s 2, 3, 4, 7 and 8; photo #s 5, 6, 7, 12 and 13). Conforming to a construction practice common throughout the region during the 18th and early 19th-centuries, Raven Rock's buildings were enlarged through linear expansion or the addition of gable-end shed appendages (inventory #s 1, 2, 3, 5, 6, 7, 10, 11 and 12; photo #s 4, 5, 6, 16 and 17). At least one shed appendage, the tavern's two-story east gable-end appendage appears contemporary with the building's original construction, and the stone timber-linteled fireplace abutting the appendage's southeast corner speaks to the service function of such appendages (inventory #1, photo #4). While frame construction predominates, coursed-rubble stone was employed for foundations, embanked ground stories and chimneys, as wells as for the upper stories of three buildings: the tavern and original sections of one house and the store/dwelling (inventory #s 1, 5 and 11, photo #s 4, 9 and 16). A 1939 photograph documents that the tavern's stonework was stuccoed originally, and house # 11 retains portions of its stucco-cladding. Raven Rock's buildings are simply detailed and exhibit little stylistic embellishment. Exceptions are the Grecian ovolo moldings of the tavern's doors and windows and the dormer windows of one house (inventory #1, photo #6 whose pilasters and cornices exhibit late Federal/Greek Revival influences, as well as the amalgam of Gothic Revival and Italianate motifs employed to ornament the porch of another dwelling (inventory #2, photo #5). A few mid/late 20th-century houses are present (inventory #s 10 and 11), and might incorporate portions of earlier buildings.

Raven Rock's one extant commercial resource is the former Huffman/Heath Store, evidently constructed as a free-standing building c. 1839-50, but joined to an earlier stone dwelling by a frame hyphen erected some years later (inventory #5, photo #s 9 & 10).[13] The frame, 2-story, gable-roofed, single-pile-plan store has a domestic character, except for two features that reveal its original commercial function: a batten-doored dormer at the east end of the front with hoist pulley (protected by a gable overhang) facilitated attic storage and the wide double-doored cellar entrance under the front porch, features that facilitated the use of the attic and cellar for storage of goods. The stone bank cellar of another 19th-century store, purportedly destroyed by fire in 1876, survives as the foundation of a small

[13] The 1851 map depicts the "R. Huffman store" on the site, and the 1860 map references the "C. Heath Store & P. O." [Samuel C. Cornell, *Map of Hunterdon County*, 1851; S.N. Beers, *Map of Philadelphia and Trenton Vicinity*, 1860].

bungalow-like dwelling erected in the early 20th century (inventory #9, photo #15).[14] The Saxtonville Tavern also has a domestic character, as did many of the region's early hostelries (inventory #1, photo #4). It evidently began as a one-room-plan I-type dwelling that was enlarged to the west by two extensions of similar scale upon its conversion to a tavern in the 1830s; one feature that expressed its tavern-use was the two-story porch, removed upon the construction of route 29, which spanned the entire front elevation facilitating circulation.

## *Historical Overview*

Although when European settlement of Raven Rock first occurred is unknown, the chain-of-title for the property encompassing the Historic District can be traced back without break to the early 1700s. The site formed part of a 626-acre tract located in recently established Amwell Township surveyed in 1712 by Richard Bull for himself and fellow Gloucester County resident John Ladd. Bull made a number of land surveys in southern Hunterdon County around that time, and he and Ladd evidently acquired the property as an investment. When the co-owners divided the tract in 1721, shortly before Richard Bull's intestate death, the river island bearing his name and the site of Raven Rock were included in the portion allotted to John Ladd. [15] In his 1731 will John Ladd devised "the 300 acres called Raven Rock above the falls on or near the Delaware River, in Amwell Township" to his daughter Katherine, providing the earliest known use of that place name for the neighborhood.[16] Upon John Ladd's death in 1740, the property passed to Katherine, and three years later Katherine and her husband John Howell sold it to Isaiah Quinby.[17]

Unlike previous owners, Isaiah Quinby (1716-1807) settled on the Raven Rock tract and evidently lived there throughout his life, farming the property along with one or more of his adult sons. Born in New York, Quinby presumably moved to Hunterdon County sometime before marrying Rachel Warford in 1743, a few months before he acquired title to Raven Rock.[18] In 1745, Quinby enlarged his landholdings by the purchase of an adjoining 10-acre parcel to the east encompassing the

[14] Chinnici, page 101. The property is identified as the "C. S. Johnson Store" on the 1873 county atlas [F.W. Beers, *Atlas of Hunterdon County, New Jersey*, 1873, page 65].
[15] D. Stanton Hammond, "Hunterdon County, New Jersey." Map Series # 4, Sheet F. Genealogical Society of New Jersey, 1965. West Jersey Proprietors, Survey Book A, page 137; Chinnici, pp. 22-24; Amwell Township was established in 1708, and the municipality including the Raven Rock neighborhood until 1838, when Delaware Township was created from its northwestern corner.
[16] NJ Wills, Book 4, page 224.
[17] As referenced in Hunterdon County Deeds, Book 4, page 6; Henry Cole Quinby, *Genealogical History of the Quinby (Quimby) Family in England and America*, pp. 131-134; Chinnici, page 24.
[18] Quinby, page 133; Chinnici, page 25.

intersection of Quarry and River Roads, an acquisition that improved the connection between his river-front property and uplands north of the cliffs where he established his homestead.[19] Surviving Amwell Township tax records document that Quinby had almost doubled his landholdings by the 1780s and also suggest that by the end of the century he had established farms for one or more of his sons. On the 1786 township role he was assessed for 460 acres of improved land, as well as 100 acres of unimproved land, along with horses and cattle, and his two adult sons, Aaron and Moses, were listed a single men. On the 1790 tax role, Isaiah's assessed acreage was reduced to 225 acres, but his sons Aaron, Moses and Job were assessed respectively for 150, 180 and 50 acres of land.[20] The 1785 Howell survey map of the Delaware River (Figure 1) depicts a building identified as "Quinbys" on the main land opposite the north end of Bull's Island in the vicinity of the Saxtonville Tavern (inventory #1), which local historians have claimed as the residence of Moses Quinby (1759-1824), and the site does form part of a parcel subdivided from the Raven Rock tract acquired by Moses in March 1801 on which he was then living.[21]

In addition to agricultural pursuits, Isaiah Quinby capitalized on his property's advantages as a fishery and a mill seat. Leases by which he conveyed fishing rights along his river frontage to various individuals including family members date to 1782, 1786 and 1794, and on the 1790 Amwell Township tax role he was assessed for a fishery in addition to his land.[22] The 1794 fishery lease purportedly reserved the right of "building a mill dam across Bull Creek on the south side of 'Dead Creek'" to Mahlon Cooper and Robert Curry in order to improve the water supply of their mill, evidence that the water power was being utilized by that date.[23] Five years later Quinby sold a ten-acre lot on Bull's Creek encompassing the mill seat to Mahlon Cooper for £500, a price suggesting that substantial improvements had been made to the small property, and shortly thereafter Cooper purportedly conveyed a half interest in the mill lot to Curry for £275.[24] Cooper and Curry enlarged their land holdings by the purchase of the southern half of Bull's Island in 1801, probably to protect their water power or

[19] As referenced in Hunterdon County Deeds, Book 17, page 157; Chinnici, page 85.
[20] NJ Tax Ratables, Amwell Township, 1786 & 1790. A family historian has identified Isaiah Quinby's eight children including sons Aaron, Moses and Job [Quinby, pp. 134 & 135].
[21] Reading Howell, surveyor, "Map of Delaware River Made by Commissioners of New Jersey and Pennsylvania, 1785," New Jersey State Archives; Hunterdon County Deeds, Book 4, page 12; "For Sale…Moses Quinby [sic] March 3, 1801," *The True American*, March 10, 1801; Quinby, page 197.
[22] As referenced in Hunterdon County Deeds, Book 4, page 6; Quinby, page 134; Chinnici, page 28; NJ Tax Ratables, Amwell Township, 1790.
[23] Chinnici, pp. 28 & 29.
[24] NJ Secretary of State Deeds, Book AV, page 168; Marfy Goodspeed, "Quinby Conveyances - Goodspeed Histories," September 9, 2011, addendum April 22, 2013, http://goodspeedhistories.com, accessed January, 2014.

provide better river access.[25] However, unsatisfied financial obligations resulted in the partners losing their property at two court-ordered auctions in 1808, and the county sheriff's deed of conveyance for Curry's half interest documents that by that time the mill lot's improvements consisted of a "Grist mill and a saw mill and two dwelling houses."[26]

During the first two decades of the 19th century the nascent mill hamlet gradually developed as the Quinby property was subdivided and new enterprises were established there. Moses Quinby must have been acting as his aged father's agent when he placed the following advertisement in a Trenton newspaper in early March 1801:

> FOR SALE. Two Plantations, one on which the subscriber now lives, situated in Hunterdon county, on the river Delaware, containing one hundred and forty acres, part of which is Bull's Island, containing 70 acres, the remainder, adjoining lands of Joseph Reading, Esq., Martin Johnson and others, about 60 acres of which are excellent timber land. There are on the premises a large two-story dwelling-house with a good spring of water near the door, a barn, and an orchard of grafted fruit.
>
> The other FARM contains 95 acres, bounded by lands of Martin Johnson and Thomas Hankinson, dec. about 20 acres of which are good woodland, the remainder arable land and meadow. There are on the premises a stone house, barn and store-house. Any person inclining to purchase may view the premises by applying to the subscriber. An indisputable title, and immediate possession will be given. [signed] Moses Quinby, March 5, 1801.[27]

On March 24,1801, Isaiah Quinby the sold the "plantation" on which his son Moses lived (comprised of Bull's Island and seventy-five acres extending from Bull's Creek and the mill lot northwards beyond the cliff top) to George Wall, the principal proprietor of Lumberville, the small village on the Pennsylvania side of the river opposite Bull's Island.[28] Six days later Wall sold the seventy-five acres

[25] Hunterdon County Mortgages, Book 2, page 549.
[26] Hunterdon County Deeds, Book 14, page 567, Book 23, page 110, and Book 25, page 60.
[27] "For Sale…Moses Quinby [sic] March 3, 1801," *The True American*, March 10, 1801. The second "plantation" was located a short distance south of Raven Rock adjoining Painters Ferry at the end of present-day Federal Twist Road ["Quinby Conveyances - Goodspeed Histories," http://goodspeedhistories.com].
[28] Hunterdon County Deeds, Book 4, page 6.

to Moses Quinby and by the following May 1st had conveyed the southern half of the island to the mill owners, Cooper and Curry.[29]

Over the next several years Moses Quinby proceeded to divest himself of his Raven Rock property, purportedly giving up farming to engage in store keeping. During the summer of 1804 he subdivided the 75-acre remainder of his "planation" into three lots, he and his wife selling the 19-acre middle portion to millwright Benjamin Longstreath and 40-acre east end to Robert Naylor (or Nailor), leaving sixteen acres at the west end in their possession.[30] The 16-acre lot encompassed the site of the house depicted on the 1785 map (Figure 1), and may have been the location of the "large two-story dwelling-house" and barn mentioned in the 1801 newspaper advertisement. However, according to the family genealogy, upon remarrying in November 1800 Moses took his new wife "to live in a little house at the bottom of the hill called 'Under the Rocks'." Perhaps the large house, barn and orchard were located on the 40-acre lot, partially explaining the high price Naylor had paid for the property.[31] The family genealogy also states that:

> Moses Quinby sold his farm to go into store keeping just before the war of 1812. As he knew nothing of the business and was not particularly adapted to it, he soon lost all the money he had.[32]

In June 1809, Moses Quinby agreed to sell his remaining acreage to Nathanial Saxton, a prominent Hunterdon County attorney based in Flemington, and the deed of conveyance was executed in March of the following year.[33] Saxton had acquired Curry's half interest in the mill property in 1808, and with his purchase of Quinby's property, he became the community's principal proprietor. While Saxton owned only half of the mill property, he evidently assumed major responsibility for its operation and expanded business activities, shipping lumber to Philadelphia and advertising wool carding at

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[29] Hunterdon County Deeds, Book 4, page 12; Hunterdon County Mortgages, Book 2, page 549. The 75-acre parcel acquired by Moses Quinby included the triangular 10-acre lot encompassing the intersection of the two roads purchased by his father in 1745.
[30] Hunterdon County Deeds, Book 9, page 446 and Book 10, page 332.
[31] Quinby, page 197. While Longstreath paid £350 for the 19-acre lot, Naylor paid £4,000 for the 40-acre lot, a much higher price per acre [Hunterdon County Deeds, Book 9, page 446 and Book 10, page 332].
[32] Quinby, page 197. Certainly the sale of most of his property in 1804 would have left him with little land to farm especially since the newspaper 1801 advertisement noted the 60 of his 75 acres were wooded.
[33] Hunterdon County Deeds, Book 16, pp. 180 & 406; Marfy Goodspeed, "Moses Quinby Departs - Goodspeed Histories," December 29, 2011, addendum February 1, 2012, http://goodspeedhistories.com, accessed January, 2014.

the "mills on Bull's Island" in 1809.[34] During this period Saxton increased his land holdings around the mill hamlet by purchasing the northern half of Bull's Island, almost all of Nailor lot, and several smaller parcels subdivided from the former Longstreath lot.[35]

Nathanial Saxton rented a store, possibly the one established by Moses Quinby, to William Dillworth, a New Hope merchant, who recorded the relocation of his business to "Saxtons Ville" in his daybook on August 14, 1810, incidentally providing the earliest known usage of that place name.[36] Dillworth remained at Saxtonville for a little more than two years, during which time he engaged in a general retail trade, shipping local products to Philadelphia by Durham boat and receiving in return merchandise for his store. He also rented Saxton's saw mill for at least one year, and his day book contains a number of entries relating to the operation of the mill, securing logs and shipping boards to Philadelphia.[37] A latter deed indicates that "rafts of logs" were floated into Bull's Creek to supply the saw mill.[38] Dillworth engaged a number of men to ship his goods on the Delaware River including James Nailor, presumably a son or relative of neighboring landowner Robert Nailor, Mathias Case and William Bodine.[39] While how extensively the Nailors were engaged in the river-shipping business is unknown, another Saxtonville resident Joseph Rodman, who purchased two lots from Saxton in 1810

[34] Albertus King to Nathanial Saxton, Esq., June 30, 1809, Nathanial Saxton Papers, Hunterdon County historical Society; Marfy Goodspeed, "Saxton in Saxtonville - Goodspeed Histories," January 10, 2012, addendum May 19, 2012, http://goodspeedhistories.com, accessed January, 2014.

[35] Hunterdon County Deeds, Book 17, pp. 152 & 155; Book 20, page 342; Chinnici, pp. 40 & 41. Jacob Hunt had acquired in Longstreath lot in 1806, which he thereafter proceeded to subdivide.

[36] William Dillworth Daybook, 1809-1812, August 14, 1810 entry, page 232, Bucks County Historical Society. On October 12, 1812 Dillworth credited James Nailor for "taking store goods from Saxton [ville] to New Hope…3 days' work," evidently the end of his storekeeping at Saxtonville [Ibid, page 529].

[37] On November 11, 1811, for example, Dillworth credited William Bodine "For freight of ¾ boards to Philadelphia" and "For freight of goods from Philadelphia" and on October 30, 1811 he credited local resident Andrew Price for a "1/2 day work at logs" '[Dillworth Daybook, pp. 410 & 433]. On April 4, 1812 he credited Nathanial Saxton for the "Rent of store to the first of April 1811...[$]12.50," "ditto 1812..[$]25," and for "rent of saw mill for one year [$] 450" [Dillworth Daybook, page 521].

[38] Hunterdon County Deeds, Book 25, page 60.

[39] "Moses Quinby Departs - Goodspeed Histories," http://goodspeedhistories.com. On October 29, 1810, for example, Dillworth credited Mathias Case $5 "for boating flax seed to N[ew] Hope," and on March 12, 1811 he credited Case 75 cents "for James Nailor for the boat 1 gal[lon] of whiskey" [Dillworth Daybook, pp. 521 & 529]. On April 4, 1812 Dillworth credited Nailor $1 for "boat one day at moving goods" and $1 for "his services on the boat," and on October 12th of that year he credited Nailor $52.04 for "2 loads of boards" and Case $25.05 for "boating one load of boards" [Dillworth Daybook, pp. 521 & 529].

and 1814 that encompassed most of the former Nailor property, purportedly repaired, and possibly built, Durham boats in a shop located near the mills.[40]

Nathanial Saxton sold his half interest in the mills to his co-owner George Holcombe, and thereafter the mill property changed hands frequently, in part as result of successive owners' financial difficulties, although the enterprise was expanded by the construction of an oil mill in the mid-1820s by then-owner Nicolas Baird.[41] A distillery, operated by Jackson Holt, purportedly was located near the mill complex, but evidently was a short lived enterprise, abandoned by the 1830s.[42] When advertised for sale in 1834, "the Bull's Island Mill Property" featured the following improvements:

> Grist Mill, Saw Mill, four Dwelling Houses, a Stone Building formerly used as an Oil Mill, and a building formerly used as a Saw Mill, and also the Machinery belonging to the two latter buildings.[43]

Throughout the period Saxtonville appears to have remained a minor riverside hamlet. Gordon's 1828 state map (Figure 2) identifies the community by name, but depicts only one mill and one building.[44] The 1832 survey map for the Delaware and Raritan Canal (Figure 3) provides slightly more detail, depicting two mills, located opposite each other on the banks of Bull Creek, a raceway between the creek and river road serving the adjoining mill, and four buildings, presumably dwellings, on the north side of river road, three west of Quarry Road and the fourth to the east.[45] Both maps indicate that the community's road network was extant by that time. The community merited only a brief mention in the 1834 state gazetteer, in which it was described as "a small hamlet….contain[ing] some 3 or 4 dwellings; named from the proprietor." [46]

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[40] Hunterdon County Deeds, Book 23, pp. 420 & 420 ½; Edgar T. Bush, "Raven Rock Was Once Bool's Island," *Hunterdon County Democrat*, February 12, 1931; Chinnici, page 66. Bush noted that Rodman's repair shop was located "above the distillery" and that the latter "stood not far from the grist mill." Bush added that William Brittan succeeded Rodman "in the same place and business."
[41] Chinnici, pp. 42-46.
[42] Bush, "Raven Rock Was Once Bool's Island," *Hunterdon County Democrat*, February 12, 1931.
[43] Advertisement in *The Camden Mail and New Jersey Advertiser*, as quoted in "The Last Chapter of the Saxtonville Mill - Goodspeed Histories," June 22, 2012, http://goodspeedhistories.com, accessed January 2012.
[44] Thomas Gordon, *A Map of the State of New Jersey and Adjoining States*, 1828.
[45] "Map and Survey of the Delaware & Raritan Canal and Feeder filed March 7, 1833 by James S. Westvelt (?)," New Jersey State Archives.
[46] Thomas F. Gordon, *Gazetteer of the State of New Jersey*, page 143.

Raven Rock's location at the entrance to the Delaware and Raritan Feeder Canal at Bull's Island and at the eastern end of the bridge connecting Lumberville in Bucks County, Pennsylvania to New Jersey contributed to some of the village's mid-1800s prosperity. The arrival of the Belvidere Delaware Railroad in 1853 helped sustain Raven Rock during the latter half of the 19th century and the first two decades of the 20th century.

Construction of the Delaware and Raritan Canal in the 1830-34 favorably impacted the economy of the riverside hamlet and stimulated modest growth. The canal's feeder branch along the eastern bank of the Delaware River was built to provide an adequate water supply for the canal's main stem which connected Trenton and New Brunswick.[47] Bull's Creek was adopted as the feeder's northern terminus and river intake, and the canal company acquired the mill lot and other property for that purpose in 1831. Construction along Bull's Creek began in early 1832. The canal company offered the mills for sale in December 1834, a few months after the canal opened for business, but finding no buyers the property remained in the ownership of the company president for many years thereafter.[48] An 1839 advertisement for the sale of property in Saxtonville touted the community's business potential noting:

> in short time the outlet lock from the Pennsylvania Canal, at Black's Eddy, will be made, which will much enhance the value of this property. Bool's Creek is now becoming one of the best harbors for rafts on the river, which will afford a good opportunity for the lumbering business.[49]

Nevertheless, construction of the canal must have disrupted the operation of the mills, and the mills and raft "harbor" quite likely received extensive damage in the 1841 Delaware River flood, which reportedly swept away "the guard-lock of the feeder, at Bool's island."[50] The mills apparently did not resume operation, and are not depicted on later maps.[51]

While its mills eventually ceased operation, the hamlet did acquire some new enterprises and residents during the 1830s. In 1832, around the time construction of the Bull's Creek section of the

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[47] James P. Snell (ed.), *History of Hunterdon and Somerset Counties, New Jersey*, page 109; Richard Hunter and Richard Porter, *Hopewell: A Historical Geography*, page 163.
[48] Chinnici, pp. 45-47.
[49] "LOOK OUT! Tavern and Store House for Sale….. RICHARD BENNET. Bool's Island, Nov. 15, 1839," *Hunterdon Gazette*, November 19, 1839.
[50] John W. Barber and Henry Howe, *Historical Collections of the State of New Jersey*, page 246.
[51] Carter, Litchfield, *The Linseed Oil Mills of New Jersey 1732-1955*, as quoted in "The Last Chapter of the Saxtonville Mill - Goodspeed Histories," June 22, 2012, http://goodspeedhistories.com, accessed January 2012.

canal began, the community acquired a post office under the name of Saxtonville with Peter H. Dils as first postmaster.[52] Like many early postmasters, Dils may have been a storekeeper. In 1819 he had acquired a lot in Saxtonville and might have constructed the store forming the eastern section of the building on the premises (inventory #5) or kept store in the earlier stone western section. Elijah Heath acquired the property from Dils in 1839 and either Heath or his son Charles, to whom he sold it in 1857 alternatively could have built store, In any case, there was a store at that location in 1851 and 1860.[53] A tavern (inventory #1) was established on Saxton's property at the north end of the settlement sometime before 1836, when he sold his 11-acre 'tavern house and lot" to Richard Bennet for $1,100, since Bennet's 1836 tavern license petition described the proposed venue as "the house where he [Bennet] now lives formerly kept [as a tavern] by Andrew Price in the village of Saxtonville.[54] Bennet, who relocated from a nearby crossroads tavern that he had been operating for a few years, presumably perceived Saxtonville as a more promising business location with a new clientele of canal boatmen and workers, as well as raft men.[55] He also evidently made substantial improvements to the property, which he described in an 1839 sale advertisement as a "large and commodious Tavern House, Store House, an excellent Shed and Barn all newly built, and every other out building necessary."[56] No sale resulted, and Bennet retained the property until 1848, when it was acquired by Bernard Rogan.[57] The community's modest growth was noticed in the 1844 state history, which reported that "Bool's Island, so named for an island in the Delaware river …. contains a store, tavern, and 12 or 15 dwellings," but the 1851 county map (Figure 4), depicts only ten buildings at "Sextonville" (including the "B. Rorgaman Hotel" and "R. Huffman store," inventory #s 1 and 5, respectively) revealing that little, if any, additional development had occurred by that time.[58]

The construction of the Belvidere Delaware Railroad along the east bank of the Delaware River between Trenton and Belvidere in the 1850s provided some additional stimulus to Saxtonville's economic development. The railroad was completed between Trenton and Lambertville in 1851, and the

[52] John L. Kay and Chester M. Smith, Jr., New Jersey Postal History, page 78.
[53] Hunterdon County Deeds, Book 72, page 36 & Book 116, page 207; Samuel C. Cornell, *Map of Hunterdon County*, 1851; S.N. Beers, Map of Philadelphia and Trenton Vicinity, 1860. The 1851 map depicts the "R. Huffman store" on the site, and the 1860 map references the "C. Heath store & P. O."
[54] Ibid, Book 64, page 113; Hunterdon County Tavern licenses, Richard Bennet, 1836.
[55] Hunterdon County Tavern licenses, Richard Bennet, 1832 and 1833.
[56] "LOOK OUT! Tavern and Store House for Sale….. RICHARD BENNET. Bool's Island, Nov. 15, 1839," *Hunterdon Gazette*, November 19, 1839.
[57] Hunterdon County Deeds, Book 91, page 92.
[58] John W. Barber and Henry Howe, *Historical Collections of the State of New Jersey*, page 246; Samuel C. Cornell, *Map of Hunterdon County*, 1851.

entire line was finished and in operation by 1855.[59] Construction purportedly reached Bull's Island in 1851, and a station was established there under that name, although Raven Rock quickly supplanted both Bull's Island and Saxtonville as the community's place name, when it was adopted for the post office in 1853.[60] Construction of a toll bridge across the Delaware River between Bull's Island and Lumberville, a project that had languished since 1836, finally began in 1853, and the bridge opened in 1856, serving primarily to provide Lumberville and the surrounding Pennsylvania neighborhood with railroad access.[61] Railway shipping guides listed Raven Rock as the "nearest railroad station" to Lumberville, across the Delaware River in Bucks County, Pennsylvania.[62] The *Business Directory and Gazetteer of Bucks County, Pennsylvania*, published in 1871, described the Belvidere Delaware Railroad "though not running through Bucks County, is so connected with it by bridges crossing the Delaware River, that it is as much a Bucks County Road as if located within its limits."[63] Quarries, lumber dealers, and express shippers in the Lumberville, Pennsylvania area relied upon the Belvidere Delaware Railroad station at Raven Rock for incoming and outgoing shipments.[64] During the 1880s and 1890s, the Lumberville Quarry operated a 1,000 foot long wire-rope tramway that delivered stones across the Delaware River to a loading area on the Belvidere Delaware Railroad just south of the Raven Rock railroad station.[65]

Both the canal and the railroad provided employment for some Raven Rock residents. The 1860 United States Census pages labeled "Raven Rock" listed no less than 31 residents describing their occupation as "laborer," most likely on either the Delaware and Raritan Canal or the Belvidere Delaware Railroad. The 1880 United States Census pages for Raven Rock listed no less than 16 men laboring or "working on [the] canal" and another 5 working for the railroad.[66]

Despite the economic activity associated with the canal and railroad, physically, Raven Rock grew little in subsequent decades, both the 1860 map (Figure 5) and the 1873 atlas (Figure 6) depict no

[59] Hunter and Porter, page 179.
[60] Chinnici, page 75; Kay and Smith, page 78.
[61] Frank T. Dale, *Bridges over the Delaware River*, pp. 56 & 57.
[62] Edwin W. Bullinger, *The Mercantile Agency Postal and Shippers Guide*, page, 74
[63] S. Hersey, *Business Directory and Gazetteer of Bucks County, Pennsylvania*, page 344.
[64] Bullinger, *The Mercantile Agency Postal and Shippers Guide*, page, 74; *The Lumberman's Directory*, page 503; *The Mine, Quarry and Metallurgical Record*, page 600.
[65] Wilhelm Hildenbrand, C.E., *The Underground Haulage of Coal by Wire Ropes Including the System of Wire Rope Tramways As A Means of Transportation for Mining Products*, pp. 54-55; *Stone*, June 1901, XXII, No. 6, page 559; *Trenton Evening Times*, "Early Contrivance Carried Stone Across River to R.R. Cars at Raven Rock," August 13, 1917.
[66] United States Census, New Jersey, Hunterdon County, Delaware Township, 1860, 1880.

more than a dozen dwellings and the 1881 county history reported that it only "embrace[d] a railroad station, a store and a dozen dwellings," the hotel having closed a few years previously.[67] In 1866, Raven Rock's businesses included: 1 Express Agent, 2 Blacksmiths, 2 Boot and Shoe Makers, 1 Carpenter, 1 Country Store (Dry Goods, Groceries, Crockery, and Hardware), 2 Hoteliers, 1 Machinist, and 1 Mason.[68] The 1873 atlas reveals that the Huffman/Heath store had closed, supplanted by the "C. S. Johnson Store" (inventory #9) on the Quarry Road corner.[69] According to local historian Edgar Bush, the latter business, "a combination store and tavern," was destroyed by fire in 1876, and the earlier store was reopened by George W. Robinson, who upon purchasing the property in 1889 kept store and served as postmaster for many years thereafter.[70] Regardless of these minor changes, by the 1880s, Raven Rock had reached the zenith of its physical development.

The 1909 edition of *The Industrial Directory of New Jersey*, published by the New Jersey Department of Labor, confirmed the absence of any significant industry in noting that "with the exception of a small manufactory of peach baskets, there are no industries of any kind in the village."[71] Until 1898, Hunterdon County's peach orchards provided employment for those working at the peach basket manufactory[72] and those loading peaches onto the freight cars of the Pennsylvania Railroad's Belvidere Delaware Railroad. The Pennsylvania Railroad ran trains from Raven Rock, Byram, and Frenchtown directly to Jersey City "in time for the earliest market."[73] This business thrived until 1898 when the New Jersey Department of Agriculture reported: "In the southwestern part of the county [Hunterdon], the peach has gone to stay. In 1894, 29,820 baskets were shipped from Raven Rock – in

[67] S.N. Beers, *Map of Philadelphia and Trenton Vicinity*, 1860; F.W. Beers, *Atlas of Hunterdon County, New Jersey*, 1873, page 64; Snell, *History of Hunterdon and Somerset Counties, New Jersey*, page 377; "The Last Chapter of the Saxtonville Mill - Goodspeed Histories," June 22, 2012, http://goodspeedhistories.com, accessed January 2012.
[68] Talbott and Blood, *New Jersey State Business Directory for 1866*, pp. 19, 38, 51, 70, 97, 146, 167, 171.
[69] Beers, *Atlas of Hunterdon County, New Jersey*, 1873, page 64.
[70] Bush, "Raven Rock Was Once Bool's Island," *Hunterdon County Democrat*, February 12, 1931; Hunterdon County Deeds, Book 223, page 331. A 1914 directory lists two storekeepers at Raven Rock: H. R. Buckman and Geo. W. Robinson [*Farm and Business Directory of Hunterdon and Somerset Counties, New Jersey With a Complete Road Map of Both Counties*, page 112.] According to Bush, Robinson kept the store until his death in 1930. In 1924, however, George Robinson sold the property to George Kerr, the postmaster and storekeeper when Bush was writing in 1931, and it is possible that Kerr succeeded Robinson sometime between 1924 and 1930 [Hunterdon County Deeds, Book 353, page 271].
[71] *The Industrial Directory of New Jersey 1906*, page 322; *The Industrial Directory of New Jersey 1909*, page 377.
[72] *The Industrial Directory of New Jersey 1901*, page 192.
[73] *Trenton Evening Times*, "In Hunterdon's Peach District," July 30, 1891, page 3.

1898, none. The peach belt seems now to be rapidly receding to the mountains in the northern part of the county."[74]

The Raven Rock railroad station, benefiting from its location at the eastern end of the roadway bridge between Bull's Island and Lumberville in Bucks County, Pennsylvania, continued to be a center of activity, even as the physical development of Raven Rock remained relatively unchanged. The *First Annual Report of the State Board of Assessors for the Year 1884* noted that at Raven Rock the Belvidere Delaware Railroad (after 1871 a division of the Pennsylvania Railroad) operated a water station and pumping engine and had a telegraph office, a tool house, and a watch[man's] house.[75] By 1897 the railroad had added 528 feet of sidings and a quarry office and a quarry blacksmith shop.[76] The Pennsylvania Railroad advertised Raven Rock in 1902 as having a population of 260, with the average rent for an "ordinary 8 room house" at $6 per month, workers earning an average of $1.50 per day, and stone as the primary industry.[77] In 1908, the railroad maintained an 18 by 73 foot wood frame combined passenger and freight station and 748 feet of sidings and continued to have an office and blacksmith shop at the quarry and, by 1914, the Raven Rock station had 980 feet of railroad sidings and a cattle pen and served "14 passenger trains in and out daily,"[78] although the number of daily trains had declined to 10 by 1918.[79] Activity at the railroad station did not, however, result in further development of the community, which increasingly became an isolated backwater.

Throughout the early years of the 20th century, *The Industrial Directory of New Jersey* described Raven Rock as "situated in a very picturesque region on the Delaware River, far above the head of navigation. The location has long been a favorite one for summer visitors, who go there because of the attractive environment, and the fine boating and fishing afforded by the waters of the river."[80] Throughout the 1890s and during the years before World War I, area newspapers routinely noted Raven Rock as the destination of campers, fishermen, hunters, canoeists, and picnickers. The Penn-

[74] *State of New Jersey Twenty-Sixth Annual Report of the State Board of Agriculture 1898*, page 288.
[75] *First Annual Report of the State Board of Assessors of the State of New Jersey for the Year 1884*, page 102.
[76] *14th Annual Report of the State Board of Assessors of the State of New Jersey for the Year 1897*, page 189.
[77] Pennsylvania Railroad Company, *Information for Use in the Location of Industries*, page 18.
[78] *26th Annual Report of the State Board of Assessors of the State of New Jersey for the Year 1909*, page 18; *31st Annual Report of the State Board of Assessors of the State of New Jersey for the Year 1914*, page 17; *The Industrial Directory of New Jersey 1915*, page 446.
[79] *The Industrial Directory of New Jersey 1918*, page 519.
[80] *The Industrial Directory of New Jersey 1906*, page 322; *The Industrial Directory of New Jersey 1909*, page 377; *The Industrial Directory of New Jersey 1912*, page 406; *The Industrial Directory of New Jersey, 1915*, page 446; *The Industrial Directory of New Jersey, 1918*, page 519.

sylvania Railroad, parent of the Belvidere Delaware Railroad, operated and maintained a picnic area,[81] that the railroad called Ellmaker Isle, on Bull's Island, west of the railroad's Raven Rock station. Newspaper reports of railroad excursions to the picnic grounds and of trains arriving at Raven Rock, carrying fisherman headed to "some of the best bass waters" and campers, with their boats and camping utensils loaded into the baggage cars, appeared throughout the summer months.[82]

The railroad had one major impact on Raven Rock's economy: the development of the local quarry industry, and the quarry at Raven Rock was an important part of the Delaware Valley stone industry. While the deposits of Stockton Sandstone found along the Delaware River in southwestern Hunterdon County had long been valued as a building stone, their exploitation had been limited, constrained primarily by the cost of transportation. With few exceptions before the canal era, quarrying had been mostly for local building purposes,[83] and the construction of the railroad along the river made the transportation of the stone to market even more cost effective than by shipping by canal boat. In 1868 New Jersey's state geologist reported that at Raven Rock there were:

> two quarries, one not recently used. Where now quarried the stone is very hard, quite course grained, and of a light pale color. At the old excavation, near the hotel, the stone is in thin beds, of a pale-red color and fine grained. Some of it is rather shaly. But little stone is obtained from these openings, except for the neighborhood.[84]

Shortly after this report, the sandstone quarry on the east side of Quarry Road, perhaps the second quarry mentioned by the state geologist, was opened or reopened. The earliest known record of the Quarry Road quarry as a business is its purported opening in 1873-74 by the Nolan Brothers. The business was transferred to the Delaware and Raritan Canal Company sometime before 1880, by which time both the canal and railroad were controlled by one holding company. Subsequent operators included Hutchinson & Brothers and Bull's Island Stone Quarries by 1884 and the Stockton Stone Company by 1899.[85] In the 1890s, John Ledger operated the Raven Rock quarry[86] and excavated "fine bridge stone" that was used in the piers of bridges on the Bound Brook Railroad and the Delaware

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[81] Charles F. Jenkins, *A Guide to the Delaware Valley*, page 18.
[82] *Trenton Evening Times*, June 5, 1894; July 7, 1894; July 8, 1894; September 7, 1895; April 12, 1905; *Philadelphia Inquirer*, May 8, 1895
[83] Snell, pp. 170-173.
[84] George H. Cook, State Geologist, *Geology of New Jersey by Authority of the Legislature*, page 512.
[85] Bush, "Raven Rock Was Once Bool's Island," *Hunterdon County Democrat*, February 12, 1931; Chinnici, pp. 136 - 141; Snell, page 173; *Stone*, January 1897, XIV, No. 2, page 208.
[86] *Annual Report of the State Geologist 1897*, page 151; *Stone*, January 1897, XIV, No. 2, page 208.

River Bridge in Easton, Pennsylvania.[87] At the beginning of the 20th century, the Raven Rock quarry was "busy with a full force of quarrymen, and it is expected that they will be kept at work until cold weather prevents operations."[88] The Raven Rock quarry, operated by Ledger under the name of the Stockton Stone Company,[89] continued to quarry a light gray, fine grain sandstone, "used for building purposes," during the early years of the 20th century.[90] With the death of John Ledger in 1907,[91] the Raven Rock quarry was acquired by Charles T. Eastburn. Quarryman Eastburn advertised "Natural Stones of Distinction" and "Raven Rock Gray Stone - Handsome Stone for Houses, Public Buildings or Churches," obtained from his six Delaware Valley quarries, including the quarry at Raven Rock.[92] In describing the Raven Rock quarry in 1922, the United States Geological Survey's report *Mineral Resources of the United States* noted that "At one time the brown stone was used extensively for residences and as trimming for different classes of buildings" but was now "used for rough construction work only."[93] In 1928, the state geologist reported that "practically all of the production from the Raven Rock quarry is in the form of large blocks used as riprap in the building of jetties."[94] No stone was quarried at Raven Rock in 1932, however, in 1933, the *Mineral Industry of New Jersey* reported that "The quarry of the Thomas Proctor Company is located at Raven Rock and was formerly operated by Charles Eastburn. The sandstone is quarried in large blocks for use in sea-walls and jetties."[95] The Raven Rock quarry, which had once produced architectural quality sandstone, was now relegated to producing only lower value bulk stone. Commercial operation of the quarry ceased in the mid-1930s.[96]

With the closing of the sandstone quarry Raven Rock lost its one important business, and the closure of the canal in 1932 and the post office in 1935, along with that of the general store around the

[87] *Hunterdon Republican*, June 24, 1896
[88] *Stone*, October 1900, XXI, No. 4, page 356.
[89] *Trenton Evening Times*, June 12, 1905, page 3.
[90] *Annual Report of the State Geologist, 1906*, page 58.
[91] *Trenton Evening Times*, May 8, 1907, page 5; April 21, 1908, page 9.
[92] *Stone: Devoted to the Quarrying and Cutting of Stone for Architectural Uses*, XXXVII, March 1901, No. 3, page 180; April 1901, No. 4, page 234; May 1901, No. 5, page 294; June 1901, No. 6, page 350, July 1901, No. 7, page 410; August 1901, No. 8, page 466; October 1901, No. 10, page 522.
[93] *Mineral Resources of the United States 1922, Part II - Nonmetals*, page 326.
[94] *Bulletin 34: The Mineral Industry of New Jersey for 1928*, page 7.
[95] *Bulletin 41: The Mineral Industry of New Jersey for 1932*, page 12; *Bulletin 42 The Mineral Industry of New Jersey for 1933*, page 10.
[96] Snell, page 173; Bush, "Raven Rock Was Once Bool's Island," *Hunterdon County Democrat*, February 12, 1931; Chinnici, pp. 136 - 141.

same time or a few years later, left the railroad station as the remaining community focal point.[97] Throughout the middle decades of the 20th century Raven Rock slumbered as an isolated residential backwater, but attracted the interest of a number of landscape painters associated with the New Hope School of Impressionists who made the picturesque community the subject of several of their works.[98] A number of Raven Rock houses also were acquired or rented by members of the region's growing arts community, including writer Barbara Coar who purchased the old store/post office (inventory #5) in 1946, her neighbor Berthold A. Sorby, rare book dealer and librarian, who with his partner purchased a dwelling (inventory #3) in 1948, and artist Michael Lewis and his wife Peggy who rented a section of the Coar house in 1951 and opened an art gallery there.[99] The railroad was finally abandoned in 1960, and, in the late 1950s, the poor condition of the old river road passing through Raven Rock, the "missing link" in the scenic highway built by the state of New Jersey along the banks of the Delaware River in 1949-54, attracted much local attention. A week-long exhibit of paintings with the theme "landmarks in the area of Raven Rock," held at the Coar residence in May 1958 and attended by six hundred people, was the high point in the campaign by local residents to move the state to action. Construction of the final section of Route 29 in 1959-60 resulted in the loss of a few Raven Rock dwellings, as well as the old mill pond, but its route bypassed the core of the hamlet, thus preserving much of its historic character. The subsequent creation of the adjoining state park and hiking trail along the abandoned railroad line, adjacent to the Delaware and Raritan Feeder Canal, also helped preserve and enhance Raven Rock's physical setting.[100] Although some resources have been lost, the district's historic character survives largely intact.

[97] Kay and Smith, *New Jersey Postal History*, page 78. Exactly when the store closed is unknown, its closure may have been contemporary with that of the post office, and it certainly had ceased operating by 1946 when the property was sold to writer Barbara Core, who made it her residence [Hunterdon County Deeds, Book 457, page 34]; Chinnici, pp. 106 & 107.
[98] Chinnici, page 141.
[99] Ibid, pp. 105-107; Hunterdon County Deeds, Book 457, page 34 and Book 474, page 403.
[100] Chinnici, pp. 79, 107, 108 & 121-129.

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## NARRATIVE BOUNDARY DESCRIPTION

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

The boundary of the district begins in Delaware Township on the north side of New Jersey Route 29 at a southwest corner of block 46, lot 14, and proceeds north to the northwest corner of that lot, then east along the north sides of lot 14 and of lots 13 and 12, block 46, to the northeast corner of lot 12, which point is also the northwest corner of block 46, lot 3.01. From that point the boundary proceeds south and east along the west and south boundaries of lot 3.01 to a corner of that lot on the northwest side of Quarry Road, which point is also a corner of block 46, lot 4.

From the last mentioned point the district boundary proceeds northeast along the northwest side of Quarry Road to a point where a straight line continuation of east side of block 49, lot 1.01 across Quarry Road intersects the northwest side of the road. From that point the district boundary crosses Quarry Road along that strait line continuation to the northeast corner of block 49, lot 1.01 on the southeast side of the road. The boundary proceeds south and west along the east and south sides of lot 1.01 to the southwest corner of that lot on the north side of Route 29. From there, the boundary runs west along the north side of the Route 29 through the Quarry Road intersection and continues west along Route 29 to the southwest corner of block 46, lot 14 and the place of beginning.

## BOUNDARY JUSTIFICATION

The boundaries of the Raven Rock Historic District are delineated to include to the greatest extent possible the contributing historical resources associated with the hamlet of Raven Rock, with the fewest non-contributing resources. In general terms its boundaries include the properties along the north side of Route 29 and the south end of Quarry Road that comprise the hamlet's historic core, along with the quarry on its east side, but exclude the former mill site along Bull's Creek, where any resources that survived the construction of the canal, railroad and highway, as well as park development, are included Delaware and Raritan Canal Historic District, listed on the New Jersey and National Registers of Historic Places. The boundary follows property lines along the district's north, east and west sides, where the cliffs provide a dramatic physical backdrop to the community. Route 29 provides a clear physical edge along the south side of the district, separating the district from the public recreational uses of the Delaware and Raritan Canal State Park and the Bull's Island Recreation Area.

## PHOTOGRAPHIC IDENTIFICATION:

The following information is the same for all of the photographs submitted:

| | |
|---|---|
| Name: | Raven Rock Historic District |
| Location: | Delaware Township, NJ |
| Photographer: | Janice Armstrong |
| Date of photographs: | Spring 2013 |
| Digital repository: | Dennis Bertland Associates<br>PO Box 315<br>Stockton, NJ 08559 |

Photograph direction of view:

#1 Context, Route 29 and Quarry Road, northeast view.
#2 Context, Route 29 and Quarry Road, southwest view.
#3 Site # 1, southeast view.
#4 Site # 1, northeast view.
#5 Site # 2, northeast view.
#6 Site #3, north view.
#7 Site #s 3 & 4, north view.
#8 Site #s 3 & 4, northwest view.
#9 Site # 5, north view.
#10 Site # 5, detail.
#11 Site #6, north view.
#12 Site #7, north view.
#13 Site #8, north view.
#14 Context, Quarry Road, northeast view.
#15 Site # 9, north view.
#16 Site #s 10 & 11, north view.
#17 Site # 12, north view.
#18 Site # 12, southwest view.
#19 Site # 14, east view.
#20 Site # 15, northwest view.

Raven Rock Historic District, Delaware Township, Hunterdon County, NJ

UTM Coordinates

1. 18N 496542 4473793
2. 18N 496614 4473951
3. 18N 496843 4473974
4. 18N 497095 4473526
5. 18N 497235 4473627
6. 18N 497534 4473564
7. 18N 497495 4473262
8. 18N 497286 4473246

Figure 5: Beers, S.N. *Map of Philadelphia and Trenton Vicinity.* Philadelphia: C.K. Stone & A. Pomeroy, 1860.

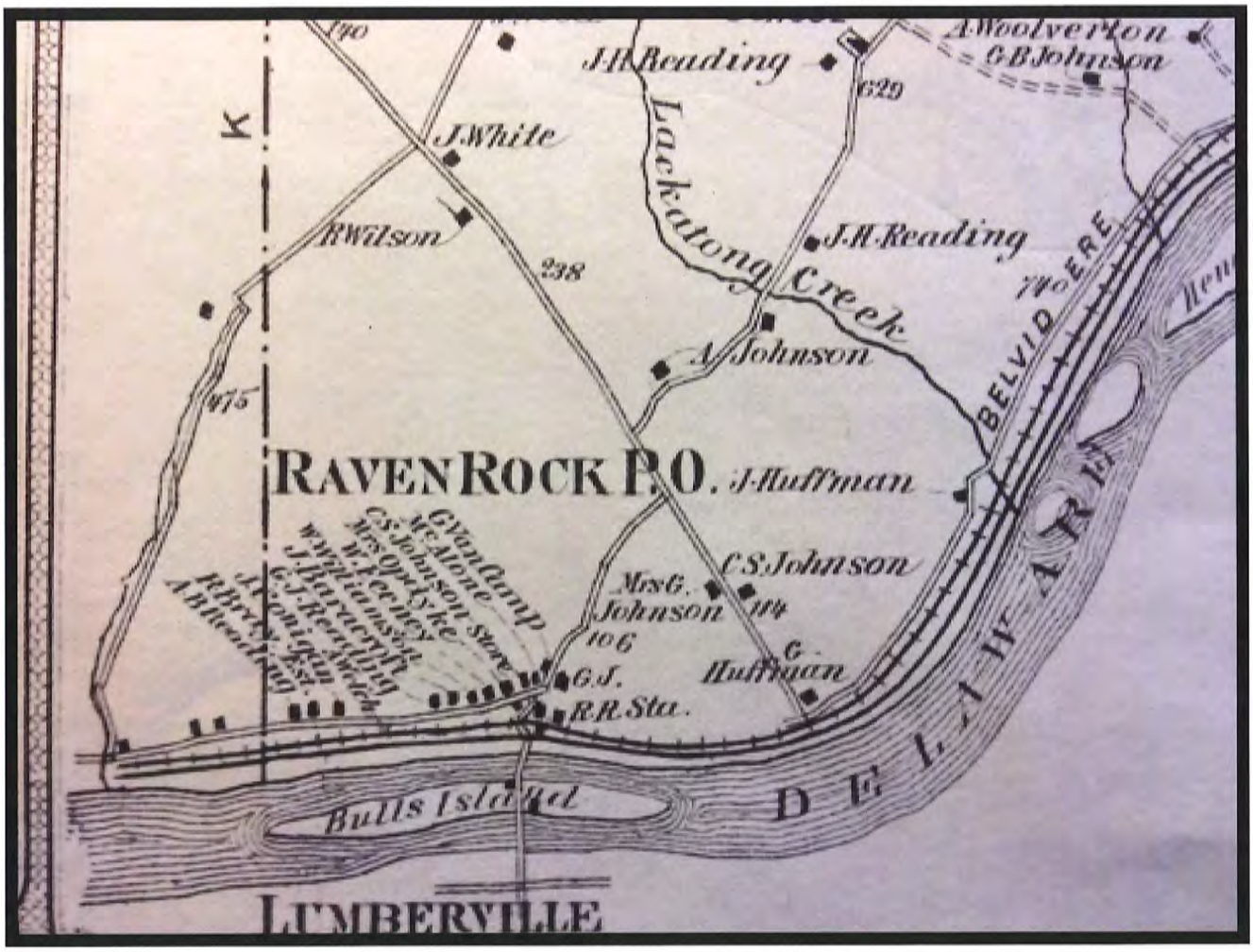


Figure 6: F.W. Beers, *Atlas of Hunterdon County, New Jersey*. New York: Beers, Comstock & Cline, 1873, page 62.

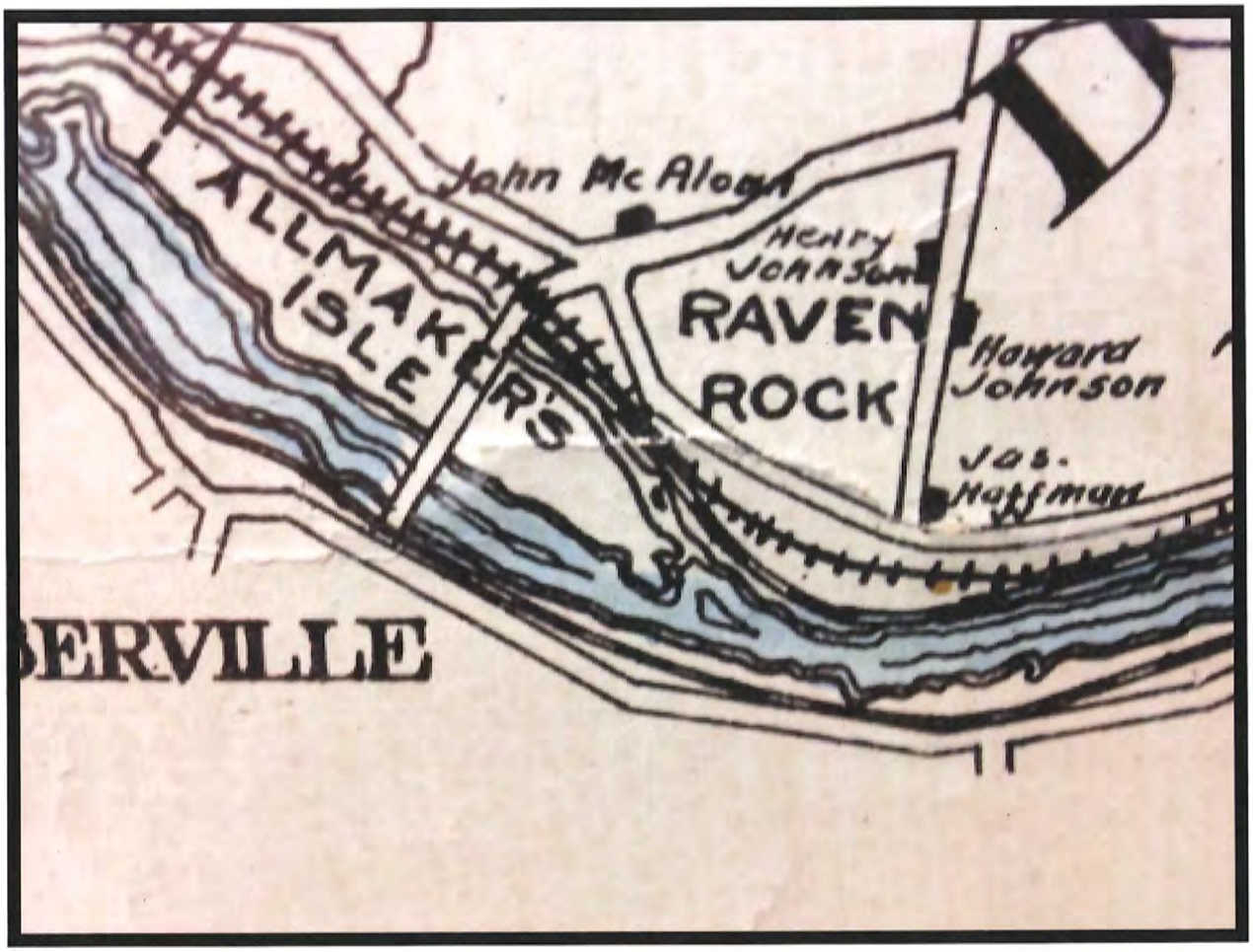


Figure 7: Pugh & Downing, Civil Engineers, *Map of Hunterdon County, New Jersey,* Philadelphia: Hicks, 1902.

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