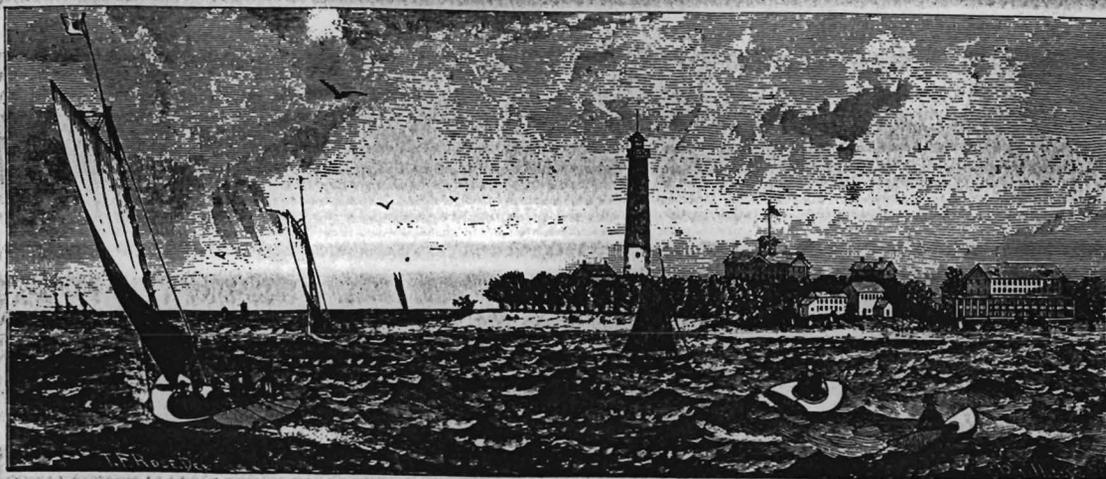
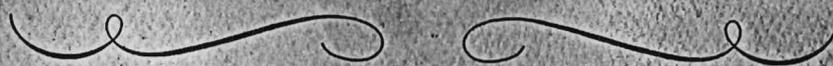


New Jersey Historic Sites Inventory



OCEAN COUNTY



Sponsored By

Ocean County Cultural and Heritage Commission

Ocean County Board of Chosen Freeholders

New Jersey Office of Cultural and Environmental Services

United States Department of Interior

1981

Volume I

The Ocean County survey was funded in part through a grant from the U.S. Department of the Interior, Heritage Conservation and Recreation Service, Historic Preservation Grant-in-Aid Fund; administered by the N.J. Department of Environmental Protection, Office of Cultural and Environmental Services, Historic Preservation Section.

Matching funds were provided by the OCEAN COUNTY BOARD of CHOSEN FREEHOLDERS

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Ruth Sarlo, Secretary

NEW JERSEY HISTORIC SITES INVENTORY - OCEAN COUNTY

List of Ocean County National Register Sites updated by during the survey

1. U.S. Life Saving Station #14, Island Beach State Park
2. Double Trouble Historic District, Berkeley Township
3. Barnegat Lighthouse, Barnegat Light

OCEAN COUNTY HISTORIC SITES SURVEY

Prepared By

Kevin McGorty
Project Director, Cultural & Heritage Commission

Marilyn Kralik
Consultant, Cultural & Heritage Commission

Michael S. May
Architectural Historian, Heritage Studies, Inc.

Candace A. Peck
Architectural Historian, Heritage Studies, Inc.

Charles H. Ashton
Architectural Historian, Heritage Studies, Inc.

Constance M. Greiff
Architectural Historian, Heritage Studies, Inc.

Cheryl Grek
Heritage Studies, Inc.

Ruth Sarlo
Secretary, Cultural & Heritage Commission



OCEAN COUNTY CULTURAL & HERITAGE COMMISSION

38 HADLEY AVENUE, TOMS RIVER, N.J. 08753

(201) 244-2121 EXT. 2200

November 12, 1981

Susanne C. Hand, Chief
Historic Preservation Section
Office of Cultural and Environmental Services
109 West State Street
Trenton, N.J. 08625

Dear Susanne,

On behalf of the Ocean County Cultural and Heritage Commission, I am pleased to submit the Ocean County Historic Sites Survey report.

This four volume study was prepared by the Commission staff and Heritage Studies, Inc., of Princeton.

Over 2,100 buildings were surveyed in the course of the fifteen month study. Of these buildings, 620 were recorded on DEP survey forms with an additional 815 structures recorded as listings. Additionally, 764 buildings and sites were recorded in five historic district nominations encompassing sections of Island Heights, Beach Haven, New Egypt, Barnegat and Cassville.

It is most gratifying to report that in four of the proposed historic districts, a resolution of support was requested and unanimously approved by the municipal council of each town.

This survey report, which covers historic buildings in all thirty-three municipalities in Ocean County, will serve as an important planning tool and educational resource. Forty copies of the report have been printed and will be distributed to planning boards, libraries, historical societies and colleges in Ocean County.

I would like to personally thank you and your staff for all your support and assistance in making this survey possible.

Sincerely yours,

Kevin McGorty
Project Director

KM/rs

ACKNOWLEDGEMENTS

The Bay Head survey was conducted by Marilyn Kralik. The project staff and the Ocean County Cultural and Heritage Commission would like to acknowledge the cooperation of the following citizens of Bay Head who provided information that aided in the preparation of this report.

Alfred J. Johnson, Jr.

Antoinette Downey Mayer

William C. Schoettle

Mary Westin

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ACKNOWLEDGEMENTS

The Ocean County Cultural and Heritage Commission and the full project staff would like to acknowledge the cooperation of the many county agencies and individuals who provided assistance in making this report possible. In particular, we would like to thank Lt. John Sadowski and Robert Jensen of the Criminal Investigation Unit for the processing and developing of the thousands of photographs that highlight this report. The Unit's assistance along with the Office of Public Information, who developed some of the early photographic work, saved the county considerable expense and enabled the project to hire another field researcher.

Additionally, we would like to thank the Ocean County Historical Museum, its Director, Pauline S. Miller and Curator, Patricia Burke and the staff of the Ocean County Library for providing rare historical maps and documents for research and publication. The printing of the historical maps was done by County Printer, Edmund Hibbert. County and municipal maps along with statistical information was provided by the Ocean County Planning Board.

County Comptroller, James Mullins and Assistant County Treasurer, Isabelle G. Miller were most helpful in assisting with the financial administration of the survey grant.

The Commission and survey staff would also like to express its appreciation to Richard Lane, County Engineer and A. Paul King, Clerk of the Board of Freeholders for the use of their copy machines in reproducing this report.

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INTRODUCTION

Americans have a long tradition of venerating the past. Until relatively recently, however, this respect usually has been directed towards individuals, documents, and to a lesser extent, events. When we have treated certain buildings as landmarks it has generally been as structures with associational, rather than intrinsic values. However, historians have come to perceive history as more than the deeds and writings of famous men; rather it is seen as a fabric made up of the diverse contributions of many groups. In a similar way the tangible evidence of our history, in the forms of buildings, objects and man-impacted landscapes, reflects the enormous variety of the American experience. Identification of historic resources deals not only with the wealthy family's mansion or a town's civic buildings, but also with workmen's cottages, factories, parks, bridges, theaters and other places of entertainment, railroad stations, farmsteads - in other words all the manifestations of human endeavor through which an area's history can be read.

Historic preservation as we know it -- the retention and enhancement, through continued or new use, of structures which link us to our past -- can be traced to the saving of Mount Vernon in 1853. In that year the Mount Vernon Ladies Association of the Union rescued the property from demolition by a private owner and began the efforts whose results we see today.

As important as the Mount Vernon example has proven to be, preservation afterwards was still limited in scope.

For the next three quarters of a century preservation was dominated by the "big house on the hill" syndrome, or the rescue (and, usually, transformation into a museum) of single buildings whose owners had been prominent

individuals. The physical remains of the means by which these persons had come to live in such a fashion, and of the lives of those who had helped make it possible, were virtually ignored, and America's architectural heritage was being preserved in such a way as to present a lopsided view of the past. Common sense tells us that Mount Vernon represents the way of life of only a fraction of the population of 18th century Virginia, and says nothing about the contemporary farmhand, laborer, fisherman, shopkeeper, or mechanic. Therefore, attention to the architectural remains of these other groups has been necessarily expressed. It is in this way that the historic sites survey of Ocean County can be justified.

Communities across the country are starting to realize that, because of their own individual heritage they are each unique, and this individuality is expressed through their buildings. Just as there is only one Williamsburg there is only one Island Heights, or Cassville or Lakewood. This is not meant to place value judgments on any of these towns or those not mentioned, but rather to point out that all have their special character which is not duplicated anyplace else.

Moreover, the sense of a town's past is rarely, if ever, conveyed by a single structure. Rather, where groups of historic buildings have survived together -- whether as a neighborhood, a downtown, a factory complex, or whatever -- their heritage is conveyed much more forcefully. This is the concept underlying the historic district. The individual structures involved may not be of great interest alone, but as a group they become significant representations of the history of the town, county, or state. An historic district also includes such non-architectural features as street widths and alignments, trees, sidewalks, and street vistas.

This is the reorientation in preservation that has taken place in the

past decade or two. It has been reinforced by the discovery by many towns that their historic resources can be enhanced and promoted with beneficial results. These can include increased tourism and business activity; increased demand for properties in the historic area and nearby; and an increased civic pride among residents which is reflected in their care of their buildings. Anyone who has been to Cape May, one of New Jersey's best examples of a town capitalizing on its historic resources, can understand the opportunities which exist.

The passage of the Old and Historic District Area Zoning Ordinance in Charleston, S.C. in 1931 signified the broadening shift towards viewing entire areas as historic resources. The ordinance was based on one of the first historic surveys in the country, and established the survey as a tool of primary importance in identifying, and thus enabling steps to be taken to preserve, the buildings it locates.

Nevertheless, surveys were relatively rare until the passage of the National Historic Preservation Act of 1966 (P.L. 89-665), which provided matching Federal funds to the states to conduct their own surveys. Since that time New Jersey, through what is now known as the Office of Cultural and Environmental Services, has supported several such surveys, usually on a county-wide basis and, in most cases cosponsored by the County Cultural and Heritage Commission. Burlington and Middlesex have been surveyed in this fashion, and Bergen and Monmouth are in progress.

Under N.J.S.A. 40: 33A-1 et seq., authorizing counties to create cultural and heritage commissions, a commission is empowered to promote the causes of local and county history and the traditions of the community, state and nation. A county survey of historic buildings is in accord with this mandate. The Ocean County Cultural and Heritage Commission recognized the

need to document the county's built environment as many of its historic buildings and districts were being indiscriminately destroyed. Most important, the Commission wanted to develop an understanding and awareness among government leaders, planners, and the general public that historic buildings and sites represent a valuable social and economic investment that contributes to the image and fabric of a community. With the support of the Ocean County Board of Freeholders, the Commission applied for a 50-50 matching survey and planning grant from the New Jersey Office of Cultural and Environmental Services.

The survey began in June 1980 and lasted fifteen months with its completion in August 1981. The Commission retained the services of Heritage Studies, Inc. of Princeton to assist with the survey.

Stated succinctly, the purpose of the Ocean County survey was to locate, describe, record, and photograph Ocean County's existing historic resources as an inventory of places which have ties with the County's heritage. It should be kept in mind that the survey is a study primarily of buildings, not vacant sites where structures may have stood previously. The concentration, in other words, was architectural rather than archaeological. As indicated by recent environmental impact studies and a Pinelands Commission report, Ocean County has a wealth of prehistoric and historic archaeological areas (including mill and forge sites); these should be investigated in depth in an archaeological study which would serve as a companion to this survey.

This report also contains a partial listing of some historic archaeological sites which were supplied by local residents; their precise locations have been withheld to protect them but are indicated on maps at the Cultural and Heritage Commission office.

Because of the County's strong maritime heritage, an effort was undertaken in conjunction with the Toms River Seaport Society to locate and record historic watercraft. Begun in the Spring of 1981 in conjunction with this survey, and based on responses to mailed inquiries, the survey data at this writing is incomplete. The historic boat survey will be expanded and completed by the Fall of 1982.

METHODOLOGY

A simple collection of a mass of information, without a thoughtful methodology, rarely yields a usable survey document. Furthermore, the reader will derive greater benefit from the information contained here if it is preceded by an understanding of the approach used.

The buildings of an area, whether a neighborhood, town, county, or state, cannot be fully understood without a knowledge of the historical forces which helped create them. This includes not only the environment and topography of the locality, but what has been called the "cultural baggage" of the builders. This means the traditional regional preference for certain forms, materials, and siting which may reappear in varied stylistic guises.

Thus, before starting field work in each municipality the survey team compiled a brief developmental history. Not intended to be comprehensive in scope, these histories are directed at identifying the early settlement and industries, and their growth, as they pertain to existing historic buildings. The principal sources were published histories, supplemented by interviews with knowledgeable individuals. In many cases these persons were the authors of the local histories, enabling the survey team to probe for details which many not have appeared in print. By this method "reinventing

the wheel" was avoided, since research already done by others was not repeated. The local contacts and historical societies therefore often supplied major historic data, such as dates of construction, ownership and history of individual sites. However, in other cases collective educated guesswork was used to suggest such information.

A second principal source of historical data is historic maps and atlases. While the use of maps requires a certain amount of interpretation, it can nonetheless be very valuable to see the extent of a village in, say, 1879, and the industries, churches, and businesses identified at that time. If a building or institution is identifiable (by denomination, for example) then its relative location can be ascertained.

Another role played by local residents was as what is best called "facilitator." In the field, these individuals were able to direct the survey team to sites which might not have been apparent, or visible from a public way. Since these individuals are known in their communities, introductions could be provided to property owners who might otherwise be hesitant to allow a surveyor onto the property.

The assistance of the corps of local volunteers, all of whom share a deep commitment to Ocean County's heritage, cannot be overstated. The Commission is grateful to these individuals and historical societies, whose names appear in each municipal section, for their donations of time and expertise.

As has been implied above, the compilation of a history, discussions with local volunteers and study of historic maps was followed by a windshield tour of the municipality to gauge the extent of the existing resources. The resources found were then placed into one or more of the following categories (which are those used by the National Register of Historic Places):

A building is a structure created to shelter any form of human activity, such as a house, barn, hotel, or similar structure. Buildings may refer to a historically related complex such as a courthouse and jail or a house and barn.

A structure is a work made up of interdependent and interrelated parts in a definite pattern of organization. Constructed by man, it is often an engineering project large in scale.

A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself maintains historical or architectural value regardless of the value of any existing structures.

An object is a material thing of functional, aesthetic, cultural, historical, or scientific value that may be, by nature or design, movable yet related to a specific setting or environment.

A district is a geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history.

With the previously gathered historical information, resources were recorded on standard survey forms provided by the Office of Cultural and Environmental Services. If sufficient historical data was not located, a notation of the building's location and salient features was made and a photograph taken and this information was organized in a listings format. Future research by others may require that these be recorded on survey forms. The reader should understand that these resources are potentially as significant to the county and municipality as those recorded on forms and should not be dismissed as inherently less important.

The forms used are of three types: 1) individual structure forms record one building each (sometimes including a minor outbuilding) with

information as to its ownership, location, date of construction (if known) and style. A brief architectural description and a statement of its significance, either historical or architectural, are also included. 2) Streetscape forms record information on a street, road, waterfront, or vista which may or may not include individually surveyed buildings or be part of a larger surveyed district. The structures are viewed as part of a larger unit, and non-architectural features such as trees, fences, yards, paving materials, benches and streetlights are considered as elements which may contribute to the street's character. 3) The district form was used to record groupings of structures which, while they may not be individually significant, interact visually or architecturally to form a comprehensible unit. District forms may also include structures recorded individually or as streetscapes. All three types of forms include the surveyor's opinion as to whether the resources are potentially eligible for nomination to the National Register. It should be noted that these opinions were subject to available information and the condition of the structures as they were apparent at that time; in some cases, buildings have since been demolished, further altered in a non-restorative manner, or restored to a more appropriate appearance and therefore their eligibility has been affected. In other cases, additional information about a structure's associational history will potentially also change its National Register eligibility.

While the National Register is the official Federal Government list of historic resources deemed worthy of preservation, it must be stressed that the national program is very limited in the amount of resources it can review and add to the register each year. Additionally, the lack of a generating agency, historical group or individuals to submit nominations also affects the number of locally designated sites on the register. Prior to

this survey, only seven buildings and one historic district was placed on the National Register from Ocean County. Therefore, the National Register is only one component of the preservation movement and all historical resources should not be judged valuable or invaluable by their eligibility or placement on the register. More important to the preservation of a greater number of resources is the local designation of buildings, districts, and sites by a municipal government who has the power through their planning and zoning boards to assure the protection of resources that reflect its community's heritage.

Five areas that were believed to meet the criteria for nomination to the National Register (see criteria in appendix) were investigated in greater depth. As a result, nominations were prepared for historic districts in Island Heights (375 buildings), New Egypt (114 buildings), and Barnegat (157 buildings); multiple resource nominations were prepared in Beach Haven (two historic districts and three individual buildings, totalling 97 structures) and Cassville (two historic districts totalling 21 buildings).

As of this writing (Summer of 1981) the Island Heights nomination has been approved at the State level and is awaiting Federal review. The other nominations are being submitted with this report.

It is to be emphasized that other historic districts exist in the County which are believed to be eligible for nomination; the fact that they have not been nominated is not a reflection on their relative significance but was due to limited survey time. These potential districts will hopefully be nominated in the future, possibly by interested community groups.

In selecting districts for nomination, a mix of different types of resources was sought. Thus, Beach Haven, an ocean-front resort, contrasts and compares with Island Heights, a riverine community founded as a Victorian

religious retreat; New Egypt and Barnegat are crossroads commercial towns, the former related to its agricultural surroundings and the latter oriented to the bay; and Cassville represents an early 19th century Pinelands crossroads which took on a very different character with the arrival of Russian immigrants a century later.

No nominations for individual properties were prepared, although several buildings exist which are believed to meet the criteria. Again, it is to be hoped that such nominations will be completed in the future, possibly by community members, and that the survey itself will continuously expand through the contributed expertise of local historians.

USES OF THE SURVEY

Any historic survey, by definition and because of the passage of time, is incomplete. As our perceptions and values have changed, they may shift in the future. We, or our successors, may perceive as being historically valuable certain buildings which today are dismissed. For example, early in this century things Victorian (buildings and furnishings) were scorned as being merely old fashioned; today they are treasured. Resources we tend to overlook may be of great interest at a later date, and the recent flurry of research into gas stations, diners, motor courts, and other buildings from the dawn of the Motor Age illustrates this. Thus, this survey should not be considered final or immutable, and it may itself someday be considered a historical document. Before discussing the uses which a survey may serve, it is important to understand what it is not. It is vital for the reader to bear in mind that inclusion of a property in this survey has no impact on the owner's use of the property, zoning, property tax rates, or other strictly local issues. Nor does it mean that any kind of controls are placed on such

factors as paint color, siding, window or door arrangement, etc. Inclusion is, rather, a recognition by professional architectural historians and historians that a property has architectural and/or historical significance.

A. Local Planning

The survey can be useful to local government on several levels of planning activity. According to the Municipal Land Use Law, historic sites forms one of the categories to be included in the community facilities element of a master plan (N.J.S.A. 40:55D-28.b.(6)). A municipal planning board drafting such an element will find the survey and its accompanying maps a valuable tool in identifying and locating historic resources in the community.

Municipal and county planning for specific projects is also affected by state and federal laws and regulations concerning historic resources. All federally-funded, assisted, or licensed projects require review by the sponsoring agency to determine their effect on historic properties. This review applies not only to properties already on the National Register of Historic Places, but also to those found eligible for such listing. Municipal, county or state projects involving property on the New Jersey State Registers are also subject to such review; projects over \$1,000,000 must also account for eligible properties as well as those already on the State Register. * If the proposed project will encroach on historic resources, steps will be required to mitigate the adverse effects.

One of the most important applications of the survey is to facilitate such reviews, thus saving time and money. In the early stages of planning, it may be simple to avoid impacts on historic resources. Avoidance is usually easier than mitigation of an adverse effect, which may not become

* For a further explanation of the review process, see Appendix.

apparent until substantial sums have been committed to a particular design. Even if avoidance is not possible, the existence and use of the survey will facilitate project review by demonstrating that historic preservation factors were considered in project planning. *

Although the survey will assist in project reviews, it cannot obviate the need for them. Specific projects may require more in-depth information than is provided here for a particular location; however, reference to the sources cited in the general and local bibliographies will minimize costly duplication of research.

The survey can also be a valuable tool for planning for enchacement of those qualities that make an area attractive to residents, shoppers, and tourists. Many communities across the country have found that their historical atmosphere can be a powerful lure. In New Jersey, Cape May is perhaps the best-known of several examples. Community enhancement programs can take the form of providing (or maintaining) sidewalks, shade trees, street lamps, and other street furniture that is harmonious with the community's historical character.

Some municipalities may choose to protect concentrations of historic buildings through local preservation ordinances. Approximately 40 municipalities in New Jersey now have such ordinances in place. To aid communities interested in taking such a step, the County and Municipal Government Study Commission has recently drawn model ordinances, copies of which may be obtained from the New Jersey Office of Cultural and Environmental Services, 109 West State Street, Trenton, N.J. 08625. The Study Commission is also preparing a handbook describing a variety of tools and techniques local government can use to protect and enhance historic resources.

* Project review will also consider the impact on archaeological resources, which have not yet been surveyed in Ocean County.

B. Education

The survey can be used as the basis for a wide variety of projects aimed at furthering knowledge and understanding of Ocean County's historic heritage. Slide shows based on survey findings can be used to illustrate historic resources and building types on a county-wide or local basis. Tours, brochures and local histories may all make use of survey materials. Teachers dealing with local history will also find it to be a source of material on the physical evidence of that history that is still visible to their students.

The survey should also prove to be an aid to those undertaking further research in local history or in broader fields, such as, for example, the development of resorts. The survey touches on many topics that it was impossible to pursue in depth because of limitations of time and budget. But it does provide, in an organized manner, the raw material that will make more thorough scholarship possible.

C. Restoration and Rehabilitation

Restoration and rehabilitation of older buildings has gained increasing popularity in the past decade. Restoration is returning a building to its appearance at a particular time in the past, carried out with a high degree of accuracy. Rehabilitation means returning or adapting a building to useful life, through repair or alterations which preserve its historic and architectural values.

To carry out either of these activities successfully, it is usually necessary to discover how the building actually looked in the past. Sometimes this is obvious from the building itself. Sometimes visual documents exist, such as architects' drawings, old prints, or photographs. Often,

however, there are no such documents, or they are not of large enough scale to provide information about details. Where this information is lacking for a particular building, the best course is to follow local precedents. Study of the buildings described and photographed in the survey will be of assistance in determining what those precedents are.

Present federal tax laws provide incentives for the rehabilitation of older commercial and rental residential buildings. These incentives are higher if the building is "certified", that is, if it is listed individually in the National Register, is in a National Register district and is certified as contributing to the district, or if it contributes to a district controlled by a local ordinance, if the ordinance has been certified by the Secretary of the Interior as conforming to the standards of the National Register. The work done on the buildings must also be certified as meeting the Secretary of the Interior's Standards for Rehabilitation. Information about the certification process can be obtained from the New Jersey Office of Cultural and Environmental Services.

Many eligible buildings and districts in Ocean County have not yet been listed in the National Register. An investor considering rehabilitating a property in this category may wish to initiate its nomination in order to take advantage of the tax incentives. Although nominations to the National Register can only be made through official channels, * a first step for a potential investor would be to consult the survey to see whether the property has been designated as eligible or possibly eligible, either individually or as part of a district. This should help the owner in deciding whether pursuing initiation of a nomination is appropriate.

* For an explanation of the process see Appendix.

RECOMMENDATIONS

The reader should understand at the outset that it is not the intent of the Ocean County Cultural and Heritage Commission, the New Jersey Office of Cultural and Environmental Services, or Heritage Studies, Inc. to dictate actions which must be taken or activities which should be initiated. Rather, this section outlines steps which could be taken by an individual or municipality to preserve the resources identified by the survey.

The survey should not be viewed as a fixed, unchanging document, but rather as a product of its time. It should be expanded as new information comes to light, as more buildings become historic or rare and as different types of structures are perceived as significant. Buildings and districts which warrant it, should be nominated to the National Register of Historic Places. Notations should be made of resources which are destroyed, but in no case should survey information on a vanished resource be removed or discarded. This material may, in several years or decades, prove to be as valuable a research tool on destroyed buildings as are some of the 1930s W.P.A. measured drawings of historic structures. Especially with reference to less significant buildings, the survey may contain the only photograph and description of a structure.

It is equally important that the survey be distributed as widely as possible to groups and bodies to whom it may be useful. Copies are being provided to the County Library and Planning Board, and pertinent sections are being sent to local planning boards and libraries. Complete copies will of course remain at the Cultural and Heritage Commission and at the Office of Cultural and Environmental Services in Trenton.

Clearly a large number of buildings will be preserved by their owners and sympathetically used, restored or rehabilitated, with no action being

taken by any governing body. The growing interest in historic buildings nationwide, and their conversion to new uses is indicative of this trend. However, one of the most important recommendations is perhaps self-evident but is worth stating: the best way for buildings to be preserved is to continue using them as they were intended to be used. Conversion of a house to an office building, or a factory to apartments, attracts public notice (and usually deservedly so); but if the house instead continues to shelter people, and the factory to produce goods, preservation of the buildings and all their architectural features is much more likely. Governmental units, civic groups, and individuals should be encouraged in fostering attitudes and policies leading to continued use; if this happens there will be no urgent last-minute searches for affordable adaptive use schemes, no lying down in front of bulldozers, and no hurried or surreptitious removal of buildings.

Encouragement at the local level can take several forms. These can include the establishment of a "preservation shelf" in the local library, a program of marking historic buildings with date plaques, conducting walking tours of historic areas, and publication of an accompanying brochure. Any or all of these could be undertaken by a local historical group, and it is to their credit that several of the county's towns already have one or more of these programs in place.

For individuals and groups who own a historic building and want to restore the structure, the Commission can offer assistance with the project. The Ocean County Cultural and Heritage Commission has a number of pamphlets, books and slide programs dealing with proper restoration practices. Additionally, the Commission acts as an information center and clearinghouse for state and federal preservation programs. Hopefully, an outgrowth of

this survey will be a preservation handbook geared to the homeowner that will contain specific preservation techniques that apply to Ocean County and list a number of resources that can aid the county resident.

Through the identification of cultural resources, this survey provides the first step in a county-wide preservation effort. The strong commitment and exercise, however, of the thirty-three municipal governments is essential in carrying forward the goal of preserving the area's architectural heritage. By means of local designation and regulation, a municipality can shape future development so that it avoids conflicts and encroachments of a community's historical resources. Local ordinances can also govern the demolition, addition, scale and design, or movement of historic buildings. With the aid of suggested model ordinances and design controls that will be published shortly by the County and Municipal Study Commission, municipal leaders interested in historic preservation, will have the opportunity to study ways and means of implementing a preservation plan for their communities.

Perhaps the best generalized recommendation, for anyone in a decision-making role with respect to an historic building, is to keep in mind that these structures are tangible artifacts of Ocean County's history. Historic buildings are also a renewable resource as they can serve as a catalyst in enhancing and revitalizing a neighborhood or business center. But historic buildings are also non-renewable resources, because when they are demolished a vital part of the community's heritage is lost -- a heritage that cannot be replaced.

This survey will be a preliminary study to the main survey...

will consist of a questionnaire to be sent to all...

and first a number of preliminary questions...

For the first part of the survey, the questionnaire...

will be sent to all the county residents...

and the results will be used to plan the main survey...

It is essential in carrying out a survey of this kind...

to have a clear definition of the objectives of the survey...

and to have a clear idea of the scope of the survey...

and to have a clear idea of the methods to be used...

and to have a clear idea of the resources available...

and to have a clear idea of the time available...

and to have a clear idea of the personnel available...

and to have a clear idea of the results to be expected...

and to have a clear idea of the way in which the results...

will be used.

The first part of the survey will be a preliminary study...

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and to determine the resources available for the main survey...

and to determine the time available for the main survey...

and to determine the personnel available for the main survey...

and to determine the results to be expected from the main survey...

and to determine the way in which the results of the main survey...

will be used.

PROJECT PERSONNEL

Kevin McGorty is Coordinator of the Ocean County Cultural and Heritage Commission. He presently serves on the Board of Trustees for Preservation New Jersey and the Green Acres Heritage Task Force. A Master of Arts candidate at Florida State University, he majored in Historical Administration and Historic Preservation.

Michael S. May is a Master of Science candidate at Columbia University majoring in Historic Preservation. He is also a Research Assistant with the New York Landmark Conservancy and has conducted historic sites surveys in Delaware.

Marilyn Kralik is a Doctor of Philosophy candidate at the University of Pennsylvania majoring in American Civilization. She co-authored "The Whitman - Stafford Farmhouse" and contributed to the published report Historic Preservation in West Chester.

Candace A. Peck is Survey Coordinator for the Historic Preservation Section of the New Jersey Office of Cultural and Environmental Services. A graduate of the University of Vermont, she was formerly Director of the Preservation Commission of South Bend and St. Joseph County, Indiana.

Charles H. Ashton is Director of Surveys for Heritage Studies, Inc. He holds a Master of Science in Historic Preservation from Columbia University and formerly headed the survey and National Register programs of the Vermont state historic preservation office.

Constance M. Greiff is Director of Heritage Studies, Inc., and has been a preservation consultant for ten years. She is a graduate of Vassar College and did graduate work in architectural history at New York University's Institute of Fine Arts. Author of John Notman, Architect, Lost America (vols. 1 and 2) and co-author of Princeton Architecture, she is a member of the New Jersey State Review Committee for Historic Sites and of the Board of Advisors of the National Trust for Historic Preservation.

PROJECT PERSONNEL

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NATURAL FEATURES

Ocean County's historical development has been shaped by its natural amenities. Located within the Outer Coastal Plain of east-central New Jersey, the county contains 638 square miles and is the second largest county in the state. Bordering the Atlantic Ocean, its coastline spans 45 miles and includes long highly developed barrier beaches, three estuarine waterways, the Barnegat Bay, Little Egg Harbor Bay, Great Bay and miles of salt marshes.

Most of the interior landform lies within the Pine Barrens - an environmentally sensitive area characterized by pine and oak forests, vast pure water reservoirs and unique botanical species. Some 283,000 county acres are subject to state and federal regulations encompassed by the Pinelands Comprehensive Management Plan.

For nearly 200 years, the timber resources, bog ore and sandy soil enabled industries to flourish and decline within the pinelands. The tea-colored streams provided the water power to run the numerous sawmills and gristmills that spurred the development of villages and towns.

Due to the region's generally flat topography and dry sandy soil, stream beds are relatively narrow and slow with wide flood plains. Major streams in Ocean County include the Metedeconk River, Toms River, Kettle Creek, Forked River, Cedar Creek, Oyster Creek, Mill Creek and Westecunk Creek.

Prime agricultural soil is limited in Ocean County and while historically specialized farming in cranberry and blueberry cultivation was widespread, generally the economic base in the county has been in areas other than agriculture and more specifically related to the region's coastal environment.

HISTORICAL OVERVIEW

PRE-CONTACT PERIOD AND INDIAN OCCUPATION

Until recently, little evidence of prehistoric man was found in the Jersey coastal region. Few studies were conducted leading to the speculation that the Outer Coastal Plain had only sparse and sporadic activity. Recent archaeological investigations, however, have indicated that the coastal area was inhabited by man as early as the Paleo-Indian Period (10500 to 8500 B.C.) which is recognized as the earliest period of human existence on the North American continent. During this period the sea coast extended nearly 100 miles east of its present boundary.

The Paleo-Indians were nomadic hunters and gatherers who left behind a distinguishing projectile point made from flint. As of 1978, three of these points have been reported in Ocean County, attesting to the existence of these aborigines in the region.¹

Additional surface-collected artifacts such as stone tools and implements from the Archaic Period (8000 to 1000 B.C.) have been discovered in the county. More sedentary artifacts such as potsherds from clay cooking vessels and large shell mounds from the early and mid Woodland Period (1000 B.C. to 700 A.D.) suggest increased utilization of the area's resources.

More information is known of the Indians of the late Woodland Period. These Indians, who called themselves the "Lenape" but were referred to as the "Delaware" by settlers, existed in small autonomous bands in related family groups. For survival they grew corn and beans, hunted deer, caught fish, and collected nuts, berries and shellfish. With the arrival of European settlers, the Indians of New Jersey like other coastal tribes became increasingly dependent on European trade goods. By the end of the Woodland

Period (1700 A.D.), contact with the Europeans had caused a breakdown of Indian tradition. Warfare, disease and alcoholism decimated the aboriginal population to such an extent that by 1758 only 300 Lenape Indians remained within the state, and by 1800 virtually all had left the area.

Further archaeological studies are needed in the coastal region to determine the extent and nature of Indian habitation including building tradition, social customs and cultural activities. Despite the lack of permanent physical site-specific data, important elements of Indian culture were utilized by the first settlers. Much of the Indians' lands and many of their trails and skills were acquired. Indian trails became major routes linking 18th century communities. The technique of dug-out boat building was also borrowed, and the cleared fields which had been used for Indian agriculture were taken for European farmland. Without such initiation into the environment, the Europeans would have had a much more difficult first settlement.

EARLY EUROPEAN EXPLORATION

The first white men to come to the area now known as Ocean County included Henry Hudson, in 1609, and Captain Cornelius Jacobsen May, in 1614. May is credited with naming the Barnegat Bay and Little Egg Harbor. However, these explorers only laid claim to the area, and not until the end of the 17th century did actual European settlement begin.

Much of the first white settlement came in response to inducements by the Proprietors of East Jersey, who were concerned with disposition of the Barnegat Bay area. One of the first land transactions was the Monmouth Patent, which was issued in 1665 by the military Governor of New York and New Jersey, Richard Nicholls. Twelve prospective landowners, who were then

living in Gravesend, Long Island, were granted rights to the area south of the Raritan River and Bay, which was to become Monmouth County.

To enhance the prospect of settlement, the Patent granted certain liberal privileges including the right to make and administer laws. As religious freedom was also included in the privileges, many New Englanders were attracted, as the ruling Puritan doctrines of the North were considered too strict by some, and too relaxed by others.

The amount of actual settlement which took place in Ocean County prior to the mid-eighteenth century is uncertain. Proprietary records and contemporaneous surveys indicate very sparse settlement until 1735-1740.² Much land was purchased or otherwise claimed, but there was as yet no visible means of subsistence here, and the Pine Barrens environment and infertile coastline were discouraging.

Interest began with the sea. The whaling industry, which was economically successful elsewhere, is credited with bringing the first white settlers to the Ocean County area.³ Although it was originally of a temporary rather than a permanent nature, with the whalers migrating seasonally and probably living only in fishing shacks, this enterprise did popularize the area for future permanent settlement, and probably initiated more intensive exploration of the landscape. In 1678, a license for a whale factory encompassing the area between Barnegat and Sandy Hook was issued.⁴ This was followed by a patent for the area of Long Beach Island. This latter area was to be, along with Cape May County, the most important center of the industry within the state. It particularly attracted whalers from Nantucket and New Bedford. Many of these whalers were to permanently settle here, including members of the Applegate, Inman, Lawrence and Irons families who became prominent citizens of Ocean County.⁵

RELIGIOUS FREEDOM

As mentioned before, religious toleration was among the attractions of the area, equalling if not surpassing for some the hopes of economic betterment here. As nearly all of the early settlers of Ocean County tended to be English in background, so were their religious affiliations. Both the Puritan and Quaker faiths were practiced, with each group at first maintaining a strong autonomy, family ties accounted for much stability, as did the implied directive of marriage within the faith. But these groups inevitably experienced a diminished zeal, due in part to relative isolation from similar groups combined with proximity to one another, and in part to conscious missionary efforts on the part of other denominations.

Quakers made up the greatest number of first settlers. The earliest Friends in Ocean County had come from New England, although later they were supplemented by members travelling overland from Philadelphia or West Jersey. The date of the first Friend's Meeting at Tuckerton is given as 1704, and there was a Little Egg Harbor monthly Meeting by 1715. These areas are known to have been connected to Philadelphia by the "Longacoming Trail," an important artery of southern Jersey, the vestiges of which are still present today. By 1770 there was also a Quaker Meeting at Barnegat. After the Revolutionary War, the popularity of the Quaker sect diminished here, largely because Quakers advocated non-violence which was perceived as unpatriotic.

The other primary religion of the area, Puritanism, had faded even sooner than its counterpart, as it was to do elsewhere in the colonies. An important cause was internal dissension. The Royal Governors of New Jersey were also deeply antithetical to this religion; however, the accompanying "New England" way of life persisted and was to influence much of the Ocean County area.

Those leaving Puritan practices were most receptive to the alternatives offered by the Anglican and Presbyterian faiths. Although the former was favored by the Royal Governors, it was too strongly reminiscent of English Government to thrive here in the early years (although it was to be securely re-established in the nineteenth century); therefore, the Presbyterian faith, favored by the Proprietors, was the stronger attraction.

In addition to the two major religions, other early religious activities included the Rogerine Baptists.⁶ They arrived in the vicinity of Waretown in 1737 and remained for eleven years, finally moving to Morris County. Although the Society itself left the area, a member named Abraham Waeir remained behind, becoming a prominent local businessman for whom the village of Waretown took its name.⁷ Other Baptist groups were established in Manahawkin in 1770 and in Burrsville in 1805.

Another early religious practice was the advent of the so-called "free church," without denominational ties. The existence of this form of worship was appropriate to the sparsely-settled Ocean County area, particularly at a time when trained ministers were reluctant to establish themselves here, but visiting preachers abounded. A church of this type was built in 1766 by a man named Thomas Potter; it was here at the Good Luck Church, (#1513-17) that the Universalist Church in America was founded in 1770. The religion has continued at Good Luck to this day, and ties were also maintained with Forked River, Philadelphia, and Gloucester County in later years.

Although all of the religious bodies noted thus far have influenced the area, the greatest impact was undoubtedly made by Methodism. It remains the dominant religion of the Pine Barrens despite its relatively late appearance within Ocean County. That the Methodists were not among the colonizers of the region is principally due to the fact that the religion itself is rather

young, first appearing in New Jersey (at Burlington) in 1771. However, missionary activities were extremely successful, and the faith spread rapidly from that time.

The appeal of this religion to the local population can be explained by many factors. The circuit riders which were sent to proselytize within the area were highly mobile and often served as purveyors of news. Both the service and the approach of the religion were possessed of a simplicity which appealed to a rural population. Furthermore, Methodism in its early days advocated ministerial training during, and by way of actual service. This practice, unlike that of other denominations which generally required special training for ministers, made many more preachers available for service.

EARLY SETTLEMENTS AND INDUSTRIES - PRE 1850

Despite religious differences, early settlements had characteristics in common. They were distributed along the main shore of the bays, rather than in the less-protected oceanside areas or the dense woods of the interior Pine Barrens. The preferences for land types were clear, as mainland properties are said to have been sold for 40¢ an acre during the early 18th century, but beachlands were only one tenth of that amount.⁸ The bay provided food and materials for export, as well as facilitating communication and transportation between the separate settlements (roads were also built between communities and the bay, but in general waterborne transportation was favored for its relative efficiency). The salt meadows which bordered the bay areas afforded protection from the water, and attracted wild fowl, as well as serving for the grazing of livestock.

First settlement was subsistence in nature, and most of the early families probably had outside support in addition to their resources within this

area.⁹ Gradually, a form of self-sufficiency was attained, with families often jointly occupied in farming and fishing.¹⁰ Although most of the fish was used locally, quantities of dried, salted fish were among the area's first exports to Philadelphia and New York.¹¹ The fishing industry became a well-advertised feature of the area for potential landowners, and was exploited by the Proprietors to further induce settlement here.¹² In addition, "fisheries" were noted as attributes in the sale of land during this period.

Oystering was an even more important aspect of early Ocean County life. Possibly because of Indian contact, the gathering of oysters from Barnegat Bay, particularly in the area between Goodluck Point and Oyster Creek, was quickly turned to profit. In 1719, the first oyster conservation law was passed in New Jersey, basically prohibiting persons from other states from utilizing the state beds. This is indicative of how important this early enterprise was.

Shellfish and lumber exports were transported from Ocean County in one of two ways; by way of the sea to New York and related markets, and overland on so-called "Egg Harbor wagons" to West Jersey and Philadelphia.¹³ The carters established routes through the Pine Barrens which later became roads for the passenger stages. In this manner, several routes of travel into the county were established for prospective settlers, and immigration into the area continued, with new populations generally determined by the access routes available from the major cities.

In general, New England influences continued to dominate the settlements of the north, transmitted either by sea or overland by way of Monmouth County. Philadelphia Quaker influences continued in the southern part of the county. The second wave of Ocean County settlement is distinguished, not simply by chronology, but rather by the intentions of settlements, and was marked by

the establishment of sawmills, forges and furnaces throughout the later half of the 18th and early 19th centuries. Although this movement was initiated by proprietorial inducement, as the slightly earlier, subsistence-related settlement had been, the era was chiefly one of manufacturing, investment and export. It involved outside entrepreneurial interests, but more importantly it resulted in permanent local settlements. The first significant manifestations of this period were the mills.

Saw, grist, snuff, bark and fulling mills were among the principal causes of settlement in the late 18th and early 19th centuries, giving rise to hamlets and villages both along the bay and inland. These mills produced both for local needs and also for the export trade. Sawmills of this latter type were usually located on tidal streams or along small creeks. Roads were built to connect the inland sawmills to one another and to the bay villages where sloops (schooners) were anchored to transport the lumber products to coastal markets. Between 1693 and 1849 at least 73 mills operated in Ocean County. ¹⁴

For nearly a century and a half the abundance of specific timber, particularly pitch pine for charcoal making, oak for cordwood export, and white cedar for boatbuilding, provided a major source of employment and stimulated other major industries.

One of those industries was the bog iron industry developed in the late 18th century. Thousands of men were needed as diggers for the ore and cutters of the timber which supplied the needed fuel for the ore's production. Workers were also employed at forges and furnaces where the iron was manufactured, which often operated 24 hours a day, 7 days a week, usually 7 to 9 months a year. ¹⁵

The Pine Barrens area, in addition to possessing raw bog ore, contained

the necessary elements for the production of iron. Streams and creeks provided power to run the smelting equipment. The forests were a source for making charcoal, which was used as the fuel for the equipment. As did the sawmills, this industry helped to develop the inland areas, since villages for the workers were needed. Throughout the county, a number of settlements sprang up around ironworks, including Bricksburgh (Lakewood), Manchester (Lakehurst), and Bamber.

Previous to the existence of local furnaces, bog ore had been mined and shipped elsewhere for production. However, since conditions for manufacture were excellent, other forges and furnaces had been established by the turn of the 18th century, including Stafford Forge (1797), Dover Forge in present Berkeley Township (1809), Ferrago in Lacey Township (1810), Burrsville Forge in present Brick Township (1814), Washington Furnace in Lakewood (1814) and Phoenix Furnace, also in Manchester (1820).

The years after the War of 1812 were boom years for the bog ore industry. During this time, ships loaded with pig iron sailed to ports in Philadelphia and New York and returned with large profits. However, by the mid-1840s the industry had already begun to decline due to a number of factors. Many of the bog ore beds had been exhausted and the timber base was overworked. With the discovery of coal in Pennsylvania, the bog iron trade in South Jersey dramatically declined.

Together the lumber, bog ore, and charcoal trades stimulated the shipbuilding industry. Ships to transport goods to other ports were necessary, and an extensive coastal trade developed. Large vessels such as sloops, schooners, and brigs were constructed locally. Additionally, smaller boats, often homemade, were used for local transport, fishing and wrecking.

Tuckerton was the major shipbuilding center in Ocean County. Large

coastal trade vessels were also built at Waretown, Forked River and Barnegat. The average size of the vessels gradually increased from 300 to 800 tons with the general success of this enterprise, costing from \$6000. to \$7000. Other boats of local manufacture included the "whaleboat privateers" used during the Revolution, which were built in Toms River and the ubiquitous garveys -- oyster and clam scows, which are said to be named after Jarvis or Gervas Pharo of West Creek. ¹⁶

There are no continuous records of the county's early growth, but intermittent reports are indicative of development. By the 1830-40s, the area contained several large towns, mill villages, and markets and ports which arose in response to the industries of the bay, coast, and Pine Barrens. The village had become the typical settlement unit, offering trading, educational and social activities. Here also were the homes of most inhabitants, although a few coastal hamlets and interior crossroads communities could still be found.

In Gordon's Gazetteer of 1834 the following ports and mill villages are described: Barnegat, containing 50 dwellings, 3 taverns and 4 stores; Williamsburg, (Lacey Township) containing 10-12 dwellings, 2 taverns and 2 stores; Goshen, (Cassville) also reported to have 10-12 dwellings, 1 tavern, 2 stores plus grist and sawmills, and a Methodist Meeting; Manahocking, (Manahawkin) with 20-30 dwellings, 2 taverns, several stores and saw and grist mills plus a Friends' Meeting and Baptist and Methodist churches; New Egypt, 20 dwellings, 2 taverns, 2-3 stores, grist and sawmills and a Methodist church; Cedar Bridge, several dwellings, 2 taverns and a sawmill; Toms River, 50-60 dwellings, 2 taverns, 5-6 stores, 1 Methodist church; Tuckerton, 30-40 dwellings, 4 taverns, 5 stores, 2 Methodist churches and a Friends' Meeting; Waertown, (Waretown) 10-12 dwellings, a tavern and a store; and

Westecunk Creek, (West Creek) 15-20 dwellings and a grist and sawmill. 17

The population had increased tremendously by this time. The two largest townships, Dover and Stafford, reported over 2000 residents apiece in 1834, whereas in 1810 only 1000 residents are reported for each. (Population figures for the entire Ocean County area at this time are difficult to reconstruct, due to subsequent changes in boundaries). The region continued to grow in the following decade, and in the late 1840s, the citizens of lower Monmouth County applied to the state legislature for the right to be set off as an independent county. In 1850, that right was granted and Ocean County was officially recognized. At this time it had 10,032 residents.

THE NINETEENTH CENTURY - POST 1850

Ocean County in 1850, with a population of over 10,000 supported several important industries. Shipbuilding, the charcoal trade, and lumbering were still important to the economy; additionally new forms of agricultural specialization, particularly the cultivation of cranberries and small fruits, were introduced and developed here. The villages of the mainland which had grown out of saw or grist mill communities generally rose to their peaks in this period; a few, like Burrsville and Bricksburgh, were to grow even larger as the century progressed (assuming new identities as Brick Township and Lakewood, respectively). Others were destined to dwindle to almost forgotten hamlets with the passage of their present industries. There was as yet no exploitation of the beachlands.

During the Civil War, the economy of the villages thrived as local goods and ships were supplied to the Union Army, and high profits from the coastal

trade continued. A new railroad, temporarily overtaken for military purposes began to bring new inhabitants to the area. The railroad also concentrated industry in the area of Manchester Village.

Some earlier villages that had incorporated by mid-century, such as Jackson in 1844, Plumsted in 1845, Union in 1846, and Brick in 1850, prospered during the war. Other major settlements were inventoried in Historical Collections of New Jersey, written by John W. Barber and Henry Howe in 1865. Briefly, their development is described as follows: Tuckerton, the Port of Entry, a customs-house, 2 churches, 4 stores, 2 shipyards, saw, grist mills, mechanic shops and 100 dwellings; Dover Township, 20 stores, 70 dwellings, a Methodist church; Williamsburg, (Cedar Creek) 25 dwellings; Forked River, 20 dwellings, gristmill, 2 stores, mechanic shops; Manahocking, 2 taverns, 3 stores, 40 dwellings and saw, grist, turning and carding mills; Westecunk, (West Creek) 30 dwellings, 2 stores, tavern and sawmill; Barnegat, 3 taverns, 3 stores, 30 dwellings; New Egypt, 2 stores, 5000 inhabitants; Burrsville, 20-30 dwellings. ¹⁸

AN ECONOMIC PROFILE

A large percentage of the economy still depended on natural resources. Nearly all of the villages listed above were involved in cranberry cultivation. This activity, said to have begun here in Jackson Township in the 1840s, effectively filled the economic void created by the depletion of the region's prime lumber and bog ore. The popularity of cranberries had spread throughout the county by the 1850s and during the Civil War, a nationwide demand for the product helped to increase land value in the area. Swampland and pine forest increased in value as every available acre was utilized for the cultivation of cranberries. Ocean County became the leading cranberry producer

along the Jersey shore, although it was not entirely successful as many farmers in the area went bankrupt in the Panic of 1873. The industry itself did not decline, however, and later in the century became profitable once again. Local growers formed the first farmer cooperative in the state at Bricksburgh.¹⁹

The salt hay business was also important at this time, particularly in the coastal areas. Although it was also an agricultural-based enterprise, it was primarily a subsistence activity, as no cultivation of the product took place but rather a harvesting of the natural grasses of the salt meadows. Therefore, no specialized settlements were associated with this practice, although it was widespread. The grass was used for stock feeding (local inhabitants frequently allowing the free grazing of stock in marsh areas), as household insulation, as mattress stuffing, as fertilizer, and as a packing material.²⁰

The products of the sea were also in high demand. Throughout the late 19th century, fishing took two forms: business activity and sport. The former had yet to be organized in a commercial fashion and was likely to be one of the activities of the baymen, who lived in reasonably cozy "single cottages and little villages" along the coast.²¹ In fleets of small boats, either skiffs or little sailboats, and armed with nets, the local men usually fished in relatively shallow waters, in contrast to the deep-water fisheries of New England. Therefore, bluefish and weakfish were among the most plentiful catches. By mid-century, the fish pound was in wide use. -- this was a system of "penning" the fish within an area of ocean until needed; it was classified as a product of "modern American mechanical ingenuity" in an 1871 source.²² This era also saw restrictions against non-residents from fishing in state waters.²³ The fish were sent to New York and Philadelphia markets, and local profits are said to have been very good. The commercial gathering of shellfish

also continued throughout this time.

Sport fishing was perhaps of even greater importance to the development of the area. Gustav Kobbe's oft-repeated statement, "Barnegat Bay is all sport" is an indication of the coastal area's growing reputation. Certain places within the county gained widespread reputations as sportsmens' retreats. According to Kobbe, Forked River was the headquarters for fishing, whereas Barnegat was more highly favored for gunning.²⁴ Elsewhere, lesser-known places had their own devotees, and rivalry was strong.

Finally, an important inland resource was now utilized in an ingenious fashion. Although extensive areas of forest had been ruinously cut over by this time, a new source of white cedar wood was discovered preserved in the local swamps and bogs. Logs which had been submerged and buried in earth were "mined" and processed, the unique quality of the wood itself having withstood decomposition. This activity, said to be peculiar to the South Jersey area was not as extensive in Ocean County as elsewhere, but did help to sustain the local economy.²⁵

MARITIME DEVELOPMENT

In addition to the utilization of natural resources, other local industries continued to grow. One which was marked by great progress and change at this time was the making of boats. Boating, boatbuilding, and related maritime matters have been continuously important in the history of Ocean County. Although watercraft by nature have a relatively short life and do not remain fixed within a specific landscape, many of the vessels built here and others which have been associated with the area are still remembered, and make an important historical contribution. Additionally, boating and its related industries -- equipment, storage, repair -- have been central to local

economic development.

Boats and ships have fulfilled popular needs, although the needs have taken many forms. Beginning with workboats, the county's heritage has encompassed large cargo ships bound for major ports, tourist-laden steamships, and racing sailboats among other forms. Master shipbuilders are known to have lived in Ocean County, and certain boat types are thought to have originated in the area. Although the New Jersey coast is less conspicuous in national maritime history than the New England or Chesapeake shores, the region is well known for competitive sailing and recreational boating, and local involvement has, at times, been near-absolute.

Boats were certainly built in Ocean County as early as the seventeenth century, although records are not available until the mid eighteenth century. Waterborne transport was necessary throughout the entire settlement period. The abundance of oak, cedar, and pine timber provided materials for the craft. Many of the earliest crafts were made by amateur builders. There is little doubt that these vessels were workboats, used for fishing, hauling and local travel. Their design remained stable throughout the next century.

Sizeable cargo ships, which marked the flourishing of seaports in Toms River and elsewhere, were also made locally until the late nineteenth century. However, changes in local geography (such as the closing of Cranberry Inlet) coupled with the diminished timber base signalled the end of such building activity. Smaller boats were somewhat more successful. Both cargo vessels and smaller water craft were constructed by noted boat building families such as the Birdsalls, Perrines and Dorsetts, to mention only a few.

Even as large-scale boatbuilding dwindled, the vacation consciousness of the late nineteenth century stimulated production of smaller craft, particularly for sport. The workboat form was adapted to racing, and yachting

became a part of local life. The Toms River Yacht Club, said to be one of the oldest yacht clubs in the United States was founded in 1871. The entire Barnegat Bay area remains a major East Coast racing center, and a popular site for regional, national, and North American championships.

Many types of small sport craft have been strongly associated with the county. Scows or garveys, old workboats which could be built by nearly any carpenter, were models for many of the new sailboat designs. Wooden pound boats, beach skiffs, and surf boats -- primarily used for offshore fishing in the past -- were found to be well-suited for launching and landing along the exposed beachloins and inlets here.²⁶ The famous "Sea Bright skiff," believed to have originated in Monmouth County and named for a settlement there, was also used for local gunning and sport.

The most famous of all local boat types is the Barnegat Bay sneak-box allegedly invented in West Creek by Jarvis Pharo. At first, this craft had a purely local exposure and was used mainly by duck hunters and baymen, until the New Jersey Southern Railroad first brought urban fishermen to the area. It was successfully popularized by a local resident, Nathaniel Bishop who wrote Four Months in a Sneak-Box in 1879.²⁷ At least twelve recognized Ocean County builders constructed this craft during its 1875-1900 heyday.²⁸ The sneak-box today is one of the official classes of racing sailboat that is recognized by the Barnegat Bay Yacht Racing Association.

THE RAILROAD ERA

Boats were among the major facets of the nineteenth century resort development. They were not, however, among the primary causes. During the late 1860s a new transportation system was introduced in the county, which was destined to have a dramatic effect upon the area's economy. It was also

to have a profound effect on local demographics.

Communities first sought railroads as a means of transporting goods from the interior of Ocean County to the cities. Only later valued here for the movement of passengers, the railroads were to be the major settlement force of the nineteenth and early twentieth centuries, and made the resort age possible. The source of various lines generally influenced the orientation of the populations in the towns along their way. Towns established along the Pennsylvania line still have a Philadelphia orientation, whereas the other railroad towns have been influenced by New York.

The first railroad to penetrate Ocean County actually preceded the Civil War. A "mule line" constructed by William Torrey in 1841 brought cargo from Manchester village to the docks of the south Toms River. Although this line was not very successful from its inception, and was not intended as a coach service, Torrey himself had been keenly aware of the need for passenger lines here, and was a force in their initiation. Because of Torrey, the village of Whiting became a rail center where the three major railroads within Ocean County -- the Pennsylvania, the Tuckerton, and the New Jersey Central (then the Delaware and Raritan Bay Line) were to meet, giving passengers the possibility of travel in numerous directions.

The Delaware and Raritan Bay Railroad was the first of the three major lines to reach the county at Whiting in 1856. By 1860 it had been completed down to Tuckerton. Although during the Civil War this line was appropriated for use by the United States Government, it later became the New Jersey Central Railroad and continues to this day.

The Pennsylvania Railroad arrived in the area in 1881. Linked with the Central at Bay Head, it was a major force in the formation of the peninsular resorts.

The Tuckerton Railroad, which principally served the Long Beach Island region, was run from Whiting to Tuckerton from 1871 to 1936. Additionally, the northwest corner of Ocean County had the services of the Pemberton and Hightstown Line through New Egypt, from 1866 to the 1880s (after which it became a part of the Union Transport Company lines, which existed until the 1950s).

The impact of railroad travel was enormous. Although not without its drawbacks, including utter dependence upon an established timetable, seemingly antithetical to the vacation ideal -- it was a liberating factor for the urban middle class. Areas of Ocean County, otherwise inaccessible, became real attractions. The field was therefore ripe for exploitation.

THE RESORT MOVEMENT

The resort movement was, in part, a form of reaction and a result of the Industrial Revolution. It was encouraged by the success of certain prototypes, such as the long-established seaport retreats of New England and South Carolina. It was also, ironically, influenced by the intentional and successful urban aura of Atlantic City, which had been created in the 1850s. Above all, many nineteenth century resorts depended upon their accessibility to the mass clientele. Mass transportation in the form of passenger trains, (sometimes in tandem with steamship service) was the major tool of the movement.

The earliest resorts of Ocean County predated the railroads, although they always remained small, isolated communities. One of the earliest resorts was Reuben Tucker's Boarding House at Tucker's Beach, opened for summer visitors as early as 1765. Other such establishments were built in the early years of the nineteenth century along Long Beach Island, such as Horner's House, circa 1815; Mansion of Health, 1822; and Harvey Cedars Hotel, circa 1848.

Visitors to Tucker's Beach and other early resorts were mostly men who came to the sea for solitude, fishing and hunting. Apart from the large hotels, gunning clubs and small boarding houses, generally run by baymen, were among the only structures of their time along the barrier islands. Usually located far from the established towns, these clubs were nevertheless dependent on the railroads and a connecting boat or stage. In addition to visitor's lodgings, the gunning clubs also became a gathering place for the local men. Many of the baymen who congregated here, to supplement their income by acting as guides and captains for hire, were also wreckers and/or members of the life-saving crews.

Family-run boarding houses and hotels were next to dominate the resort scene. Although nearly all traces of these vacation spots have since disappeared, they were usually the nucleus for later settlement for single vacation home owners.

Despite the avowedly religious connotation that was claimed by communities such as Seaside Park and Island Heights at the time of their first appearance, it can be said that all of the resorts attempts within Ocean County were made with motives of profit (a possible exception to this rule was the foundation of Keswick Grove in Manchester Township, which even today remains a nonprofit residential retreat for alcoholics, founded in 1897). Most developments advertised an atmosphere of pleasure and rest, and were generally located near to the sea. Most of these can be instantly recognized today by their names, evocative of natural features, such as Bay Head, Beach Haven and Point Pleasant. Ironically, despite the relaxing and romantic connotations of these developments, the pull of the city was by now too strong to keep out. Guests who were accustomed to urban living found little attraction in a totally natural environment. Therefore, selected elements of city life -- mass

transportation, orderly streets, and density of settlement -- were imposed upon the beachfront, thus bringing familiarity to the short-term, middle class tourist. This philosophy, which had been central to the success of Atlantic City, is evident in the original designations of Lavallette City and Barnegat City, and many other instances. Once again, the justification for these resorts was based upon at least the anticipation of railroads, and their first success was dependent on this force.

The impact made by the resorts of the 1870s-80s is manifold. With the decline of the natural resources of the Pine Barrens, the new resort economy saved the county from total economic decline. Furthermore, inland development had ceased, but bay and seaside developments prospered. The villages along the bay no longer were the life lines of the county. Instead, they became throughways to the beach, especially those villages along present Route 9, which remained important as stopping points and connections to the barrier islands. Railroad connections and the speed of travel time no longer necessitated that visitors stop here for food, lodging, and entertainment. Rather, the thrust toward the Ocean was of greatest importance.

20TH CENTURY DEVELOPMENT

By 1900 most of Ocean County's resorts, towns, and villages had been founded, however, new developments such as the introduction of the automobile and super highways brought about changes which altered the make-up and role of the county.

With the automobile came a demand for new and better roads and bridges. In the first years of the century, a number of roads were constructed and expanded including those around Lakewood and in Southern Ocean County along the shore. Route 9 was built in the 1920s from sections of the 19th

century Main-Shore Road. This route made the popular Long Beach Island resorts and southern communities in Atlantic and Cape May counties easily accessible. Roads connecting the ocean resorts, such as Route 35 on the Barnegat Peninsula and Long Beach Boulevard on Long Beach Island were also constructed. Bridges were built over Barnegat Bay in 1914 from Manahawkin to Long Beach Island and from Berkeley Township to Seaside Park.

These improvements caused the expansion of new resorts on the barrier beaches such as Lavallette, Ortley Beach, Seaside Heights, Ship Bottom and Surf City.

Perhaps the greatest development came along the newly constructed Route 9 where small speculative real estate communities could be found including Pine Beach and Ocean Gate. These new towns grew along the roadways and waterways of the county where middle class families built small bungalow structures, often as summer homes.

Along Route 9, some of the county's first 20th century cabins were built for the increasing numbers of summer visitors who motored south to places such as Atlantic City, Beach Haven and Cape May. Advertising gimmicks, such as the famous Bayville Renault bottle were also constructed to catch the eye of the passing motorists. The bay villages expanded their Route 9 strips with commercial buildings vying for the business of the passerby.

Pinewald, near Route 9, Berkeley Township, organized in 1925, was one of the few speculative communities aimed at the upper class of New York and Philadelphia. This community run by the B.W. Sangor Co., contained the county's tallest structure, known as the Pinewald Hotel, a seven story art deco/Spanish Revival building.

In the northern half of the county the luxurious resort of Lakewood

expanded in the early 20th century, continuing its half-timbered building tradition and expanding its commercial center.

Outside Lakewood and Toms River, the poultry industry grew in the early years of the century. Large farms supplied eggs and poultry to New York and Philadelphia markets. Some of the largest poultry farms in the country could be found in the area, but by the 1950s the industry declined due to competition and a general decline in prices. In its day, it provided a livelihood for European immigrants, many of whom stayed to become permanent residents, particularly in the northern interior area.

The crash of 1929 and the Depression years brought a number of changes to the area. Inland resorts declined due to bankruptcy, and the increasing accessibility of new southern winter resorts, now linked by rail service and commercial airlines.

The railroads which had brought summer visitors to the seaside resorts also declined in popularity due to the growing importance of the automobile to middle-class America.

Smaller resorts, such as New Egypt's farm-boarding houses declined, and planned communities, such as the Phipp's Estate on Island Beach, never developed since money for speculators and visitors had grown scarce.

By the 1940s a new wave of development began. Unlike the last 70 years, in which the county developed as a seasonal resort, new year-round communities were constructed. This building boom was largely due to super highways, such as the New Jersey Turnpike, and the Garden State Parkway which made Ocean County's summer resorts a mere hour from major metropolitan centers.

The Garden State Parkway, running the entire length of the county helped develop new suburban communities, since Ocean County became a

bedroom community for a large percentage of its residents. As early as the 1940s, suburban communities were built in Brick Township, Dover Township, Lakewood and Berkeley Township. Cheap land, low taxes and easy accessibility brought thousands of new residents making the area the fastest growing county in the state. Between 1950 and 1970 the county's population nearly quadrupled, from 56,622 to 208,470 persons. According to the 1980 Census, the county population was 346,038, a rise of 66% from 1970.

Most of the county's population is concentrated in the northern municipalities, but a dramatic increase in large scale retirement communities in the central and southern portions of the county are changing the rural character of these areas. Presently, there are 34 retirement communities in Ocean County - more than half of all the retirement villages in the state.

The 1980 Census also recorded a 56% rise in housing units from 110,311 in 1970 to 172,689 in 1980. Most housing in the county is single family dwelling units.

The economic base in Ocean County is in transition from a seasonal resort to a more diversified year-round economy. While most workers still commute to jobs outside the county, the local labor force is increasing as commercial establishments and light industries are attracted to the region. Major employers in the county include Lakehurst Naval Air Engineering Center, Toms River Chemical Corporation, Great Adventure and the Toms River School District. The construction industry has also been a major source of employment.

Future growth in the county will be targeted to specific areas due to the Pinelands, Wetlands, and Coastal Area Facilities Review state regulations.

For decades the county and municipalities were able to keep taxes low because of the steady flow of new residents and businesses. The unprecedented growth rate however, is not expected to continue as the national economy, new land use regulations and the high cost of fuel will influence further development.

ARCHITECTURAL OVERVIEW

18TH CENTURY ARCHITECTURE

Most of the 18th century architecture of Ocean County is found scattered along the bay and pine forest from Brick Township to Tuckerton, rather than concentrated in the coastal villages or interior hamlets. Although the Pine Barrens contains 18th century examples, the majority of the county's early architecture is found today along 18th century roads which led to the bay or creeks. The earliest dwellings are vernacular / saltbox structures which are typically 1½ stories high, 2 or 3 bays wide, containing clapboard exteriors, gable roofs, lean-to and side additions, and 6/6 windows. Most of these cottages are 1 room plans usually with a fireplace and a second floor chamber area. This architectural style originated in England and was brought to Ocean County by New England and Long Island settlers who migrated south to the Jersey coast in the early 18th century.

Southern Ocean County contains the majority of saltbox cottages. Tuckerton, for example, has at least three of these early 18th century buildings (#1533-10, 1533-2, 1533-36), all containing center doors, gabled roofs, and lean-to sections. Number 1533-10 also contains 6/6 windows and a 6 panelled door.

Later additions changed the appearance of the vernacular cottages. The Lawrence House in Bayville (#1505-3), built in the mid 18th century was originally a 1½ story, 3 bay, clapboard cottage, but by the early 19th century, a 2 story, 2 bay wing was constructed. Similar additions were built alongside early structures throughout the area, however few besides the Lawrence House have retained their 18th / 19th century appearance.

Vernacular / saltbox structures can also be found in Little Egg Harbor, Eagleswood, Stafford, Barnegat, Ocean, Lacey, Dover, Brick and Jackson townships. Similar saltbox structures were built in the 19th century, such as the Grier Cottage (#1531-21) in Manahawkin. This building employs 18th century elements such as a center door and 6/6 windows, however it dates from the mid 19th century and has larger proportions and an open front porch.

Another 18th century architectural style found in the area is the vernacular / Georgian house. The high expression of this style, which originated in London during the 1660s, was first used by English architects such as Christopher Wren and Inigo Jones. The Georgian style which began in America with the construction of Wren's building at the College of William and Mary, Williamsburg, Virginia in the early 1700s employs symmetrical plans and classical details such as pedimented doorways, watertables, belt courses, modillion cornices, transoms, dormers, quoins and Palladian windows. In Ocean County these buildings contain only the symmetrical plan and scale of the style and are usually 2-2½ stories high and 3-5 bays wide containing side hall or center doors and 6/6 windows.

Similar to the Georgian style structure is Federal architecture which developed in America during the Revolutionary War. This style which dominated the last quarter of the 18th century and first quarter of the 19th century, contains classical elements and symmetry like the Georgian style. Federal architecture, however, is lighter and more delicate in its use of classical elements. The high styled Federal dwelling is usually 3 stories high with a low hipped roof, narrow molded cornices, columns and larger windows and doorways. The Woodmansee House (#1513-28) in Lacey Township, is one of the finest Federal structures in the county. Built in the 1770s, the building is 2½ stories high, 3 bays wide, containing an elaborate side hall entry with panelled door, elliptical leaded fanlight and sidelights with shaped muntins.

Less elaborate dwellings in the Federal style are most numerous in the bay communities. In Brick Township, the Daisy House, circa 1880, (#1506-2), is a typical 2 story, 3 bay clapboard, vernacular Federal dwelling containing little ornament, however, possessing the Georgian and Federal sense of symmetry.

A regional house-type also developed in the 18th century in Ocean County. The 2 X 2 cottage is 2 stories high. Other elements include gabled roofs, clapboard or wood shingle exteriors and 6/6 windows. Examples of the style are found throughout the county (#1521-L15, 1524-6, 1534-11).

With increased settlement in the mid 18th century, the vernacular cottages which were first found scattered along the bay and old roads, were constructed in hamlets. Some of the earliest villages in the county include Tuckerton, Barnegat, Cassville and New Egypt. These communities had important centralized structures such as mills, taverns and / or religious structures that drew settlers to the area. Although no aboveground mills survive (archaeological sites can be found), a number of religious structures exist, such as the Barnegat Meetinghouse, circa 1797, and the Manahawkin Baptist Church, circa 1758.

At Tuckerton a meetinghouse and mill were constructed in the early years of the 1700s. Although these structures no longer exist, a later meetinghouse and mill were constructed on their foundations. Both 18th century sites are still located in the center of the community.

Another example of a hamlets' pivotal structure is found in Barnegat where a friends meetinghouse was constructed along the bay road. This structure, which is 1 story high, 3 bays wide with a gabled roof, was the center of Barnegat's 18th century community, however, today it is found outside the 19th / 20th century core.

Small settlements also grew around taverns which lined the 18th and

early 19th century roadways. Cedar Bridge, for example, contained a number of structures centered around its early tavern, #1534-18, and Oliphants Tavern in Barnegat later became the center of the village's 19th century activity.

DEVELOPMENT OF THE MAINLAND VILLAGES

By the early 19th century the bay villages had become important centers for the shipping of lumber, charcoal and bog iron and inland communities had become important crossroads, mill centers and markets. Increased development during this period dramatically changed the villages since more dwellings and new structures such as stores and schools were constructed.

Many of these early 19th century village structures took on new appearances as popular styles of the time spread to the area. While most buildings continued to be constructed in the vernacular / Federal style, others employed popular Greek Revival features. This style, which first appeared in this country in the south and in the eastern cities, came from England where Greek orders could be found on 18th century houses and religious and commercial architecture. In America the style prevailed during the 1830s and 40s. Elaborate structures with large classically ordered porticos, shouldered architrave trim, entablatures, pilaster corner boards, returns and pediment shaped window heads were constructed. In Ocean County less elaborate Greek Revival structures were built usually with just a few elements such as shouldered window surrounds, molded or dentiled cornices, small porticos and pilaster corner boards.

A number of structures in this style were constructed during the 1830s-60s. The earliest examples of the vernacular / Greek Revival style were found along the bay where contact with large eastern cities such as New York was common. Sea captains' houses tend to be more elaborate than other structures in

the villages, perhaps due to their owner's exposure to the architecture of eastern coastal ports.

West Creek, for example, contains a few captains' houses built in this style including #1508-6. This dwelling, circa 1830, has a clapboard exterior with pilaster corner boards, 6/6 windows with louvered shutters, a center door with sidelights and transom, and a bracketed cornice with returns. Other examples can be found in Toms River, Barnegat and Manahawkin.

The Greek Revival style was also popular in the construction of religious architecture during the mid 19th century. Churches such as the New Egypt Methodist, the New Egypt Presbyterian, and the Orient Baptist churches, all built circa 1850, contain pilasters or columns, symmetrical plans and full pediments and large center doors. Although similar to early meeting-house style churches, these structures also have high foundations typical of high-styled Greek Revival buildings. Ocean County's scarcity of highstyle Greek Revival structures during the first half of the 19th century is most likely due to the lack of trained architects and the use of local carpenters.

By the mid 19th century, both the inland and bay villages experienced a new influx of styles, among them the Gothic Revival, the Italianate, and the French Second Empire. These styles developed with increased availability of pattern books most likely used by local carpenters such as the Pharos of Barnegat, the Applegates and Irons of Toms River, the Larrabees of Manchester, and the Cranmers of Manahawkin. As with the introduction of Greek Revival, contact with eastern cities such as New York and Philadelphia helped to bring these new architectural styles to the county.

The success of new industry such as cranberry cultivation, the coming of the railroad in the 1860s and land speculation brought large profits and new populations to the area giving rise to a building boom. With these new architectural styles and building booms came new plans such as L and cruciform

shaped structures and new features including the porch which could be found on the majority of country and village residential structures built in the second half of the 19th century.

By the 1870s, the Gothic Revival style was widespread throughout Ocean County. This style, which swept England in the 1760s and came to the United States by the 1830s was thought to be a highly "moral" style and was therefore used for camp meeting cottages, churches and other semi-religious structures. Modelled loosely on 13th century French and English cathedrals, the Gothic Revival is characterized by tall massing, steep roofs, and sharp angles often asymmetrically arranged. Gothic Revival structures could easily be built by local craftsmen who employed details of the style including the pointed arch window (usually in the attic area), a selective use of tracery and colored glass, and applied wooden ornament, generally evocative of Gothic stonework. An elaborate variation of the style, the so-called Carpenter's Gothic, is largely distinguished by the scrollsaw ornament made possible by 19th century technology. Often referred to as "gingerbread", the ornaments made for a showy and lighthearted style, particularly in the gable peaks and porch areas. Vergeboards were designed in a variety of motifs, sometimes with the aid of pattern books or magazine illustrations. Stickwork and sawn gable screens also appeared on these structures.

In Ocean County Gothic Revival elements first appeared along the bay in towns, such as Manahawkin where a number of mid 19th century dwellings with pointed arch attic lights exist (#1531-12, 23). A group of early Gothic Revival cottages, circa 1850, can be found in Lakehurst, believed to be constructed as workers' housing by the village's major financier, William Torrey. Only 1½ stories in height and 3 bays wide, these cottages have prominent center cross gables above their entranceways, which emphasizes a vertical thrust despite the small size of the structures (#1514-L24-27).

Gothic Revival elements could be found in the majority of dwellings constructed in the county in the resort towns during the 1870s. L and cruciform plans, vergeboard, pointed arch attic windows, and open front porches with sawn brackets and turned posts were common throughout the county.

Unlike the Gothic Revival style, which was employed in the construction of residential, religious and commercial architecture, the Italianate style was used for the most part in the construction of grand houses and hotels. This style, which derived from the rural architecture of northern Italy was introduced in the United States by way of England through patternbooks. The style is characterized by a flat or flat hipped roof, overhanging eaves, bracketed cornice, round-arch 2/2 and elongated first story windows, arcaded porches and entrance towers. Few examples of Ocean County's high styled Italianate structures remain, however, large homes such as the Pharo House in Tuckerton and the Joseph Francis House and Mott Place, circa 1867, in Toms River could be found in the county until recently. Large hotels, such as the Magnolia House, circa 1871, Toms River, were also built in this style. The Italianate style, first introduced in the country in the 1830s, became a popular mode during the 1850s. In Ocean County the style remained popular well into the 1870s and 80s since numerous examples of vernacular / Italianate structures from this period are found in areas such as Barnegat's historic district and along the ocean in Beach Haven. These buildings, however, contain only a few elements of the style.

The French Second Empire style was introduced in Ocean County in the 1860s. This style which is rooted in French architecture was revived in Europe and brought to the United States by the mid 19th century. The distinctive feature of the Second Empire style is a mansard roof, which slopes in two planes and provides a very high attic space. Refined details include bracketed cornices, shaped 2/2 windows, which are generally arched, verandas,

and stone exteriors with classical ornament. In Ocean County, the style is vernacular. Earliest examples of the style are found on large dwellings and commercial structures, such as the Laurel House in New Egypt, which was built as the headquarters for the Pemberton and Hightstown Railroad in the 1860s. The county's vernacular Second Empire structures contain mansard roofs, bracketed cornices, 2/2 windows and clapboard exteriors. A number of 1½ story cottages in the style are found in Stafford Township, Tuckerton, and New Egypt.

LATER 19TH CENTURY DEVELOPMENT: THE RESORT ERA

The architecture of Ocean County changed dramatically in the last three decades of the 19th century. Contrary to the popular belief that Ocean County's 19th century architecture is purely vernacular and conservative in nature, high-style cottages and hotels were built for urban dwellers and investors vacationing in the 19th century resorts. These structures were often based on high-style patternbook illustrations and/or designed by noted New York and Philadelphia architects.

With the coming of improved transportation facilities and the development of a national vacation consciousness, seaside resorts were established along the Jersey coast. Many of the Ocean County resorts of the 1870s - 80s were organized by Philadelphia and New York investors who brought with them the city grid plan and its popular French Second Empire style.

This style, which had been introduced in the mainland villages with the coming of the railroad in the 1860s, was now employed on several seaside hotels owned by land speculators. However, unlike the vernacular / French Second Empire dwellings built in the 1860s along the bay, the hotels were often opulent examples constructed to lure city dwellers to the resort community.

Among the French Second Empire hotels in Ocean County were the Seaside Park Hotel, the Resort House in Point Pleasant, and the Barnegat City Hotel in Barnegat Light (all destroyed).

Although the grand seaside hotels lured city dwellers to the new communities, the first cottages built by the summer vacationers were often based on patternbook designs. These cottages, containing Gothic Revival and Italianate elements, were modelled from country villas and cottages rather than the city dwellings. The new summer communities therefore took on an unusual appearance since large hotels, based on city architecture and small "country" cottages existed simultaneously. Early examples of seaside cottages based on patternbook configurations are found in Beach Haven #1503-1,2, Island Heights #1511-39, Bay Head #1502-10, Seaside Park #1528-6, and Lavallette #1516-6.

The 1880s was the boom decade of the seaside resort. During this period patternbook structures continued to be built, however, new Queen Anne style cottages were constructed by urban vacationers.

The Queen Anne, like the Gothic Revival and Italianate styles, was thought to be appropriate for country / seaside structures since it evoked a playful and light character. Its eclectic use of elements also made it possible for buildings to be uniquely detailed yet sharing similar massing, materials, and asymmetrical plans.

The style, which derived from English building practices and arrived in the United States after the Civil War, makes use of curves and flowing details. Typical elements of the style include towers, incised and sawn ornament, brackets, Queen Anne windows (boarded by small panes), and irregular roof shapes. Clapboard and patterned shingle is used for outside texture. Some popular shingle cuts are fishscale, staggered butt, feathercut, octagonal, and diamond. Often the Queen Anne structure combined all of these types.

During the 1880s and 90s the Queen Anne became the predominant style of the 19th century resort towns. It is used throughout Ocean County both for grandiose buildings and for relatively unimposing structures. The style does appear in some bay villages including Tuckerton (#1533-13) and Manahawkin (#1531-19), sometimes as a single building.

Similar to the Second Empire hotels, large architecturally designed Queen Anne hotels were constructed in the seaside resort. In Beach Haven, the Baldwin Hotel, circa 1885, designed by J. Throne of Philadelphia stood until the 1960s. The Grenville Hotel, circa 1890, in Bay Head (#1502-14) is less elaborate however is one of the last remaining hotels in the Queen Anne mode.

Large cottages could also be found in Beach Haven, built as summer homes for the Baldwin Locomotive executives. These structures, circa 1885, are found on the 100 block of Coral Street (#1503-20,26) and were also designed by the Throne firm. The dwellings contain a variety of elements including towers, elaborate porches, balconies, irregular plans and a variety of window types.

Other similar high-styled resort cottages are found in Island Heights. A landmark structure, the McKeehan / English House (#1511-340) designed by Henry Pettit, is an irregularly massed high-style Queen Anne structure, graced by landscaping, a porte-cochere, and a carriage house.

Although outstanding Queen Anne structures are found in the resort towns, the architectural backbone of the local seaside resorts are the numerous vernacular cottages. These structures, which are common in most of the county's seaside resorts, are L, cruciform, or rectangular in plan. Like the Queen Anne and patternbook dwellings, clapboard and / or shingle exteriors and open front porches with turned posts, ornamental brackets and railings are found on the cottages. The typical vernacular / cottage is

2 stories high, 2 bays wide with natural wood shingle exterior, gabled roof, and front porch (#1501-9 - 1528-L6). These buildings unlike the high-styled cottages are often found along the side streets, or bay sides of the barrier beaches where less expensive lots could be purchased by the middle class.

The 19th century fascination with elements from a number of styles, as seen in the Queen Anne structures, gave rise to more whimsical creations and building types along the shore in the 1880s. Point Pleasant City developers, for example, applied medieval details to the standard vernacular cottage. The resulting "romantic" construction is evident in the three Murphy houses (#1526-2,3,4).

Non-residential architecture was also created in elaborate fashions. Bathhouses, comfort stations and commercial structures were built in a variety of eclectic modes. New forms such as the pedestrian boardwalks and pavilions which were functional and quaint were constructed in response to resort conditions.

Life in the shore communities led to a dependence on the pavilion / porch, which were built on high-style dwellings, small cottages and even religious structures. One variation on the porch theme, was the gazebo -- in its purest form, an open pavilion which was independent of the main house. In Ocean County, and particularly in Island Heights, hexagonal and octagonal gazebos were built as a part of the general porch structure, forming what has been termed gazebo corners. The jointed or conical roofs which topped these features added to the picturesque appearance of the houses. One excellent example of this type is the Toth House (#1511-90) which has two such corners each with conical roofs.

During the last decade of the century and early 20th century, the Queen Anne and other eclectic modes remained popular, however, new styles such as the Colonial Revival were introduced in the county. This style, which was

employed in the mainland villages earlier in the century, appeared in America during the Centennial Exhibition in 1876.

The style combines many earlier "colonial" practices, such as the revival of Greek and Roman forms. Furthermore, like Gothic Revival architecture it could be easily improvised by local builders, and many plain homes were made worthy of the Colonial Revival name simply through the addition of a portico or cornice, often vastly exaggerated. Symmetry was generally followed, and selected details (such as the use of louvered blinds to frame windows) were meticulously applied.

Common details found in local Colonial Revival structures are Palladian windows, semi-elliptical fanlights and lunettes, and gabled door hoods. Sidelights are often used to frame the entrance, and gabled dormers often rhythmically punctuate the roofline. Roofs are generally of the gable type, although the gambrel roof (popularly known as the Dutch Colonial type) is often also used.

In the seaside resorts, hotels such as the Harvey Cedars, circa 1885, (#1509-1) employed Colonial Revival elements such as a gambrel roof, Doric columns and 6/6 windows. Large shingled houses in Bay Head and Mantoloking also contained elements of the style (#1520-5).

The Queen Anne, Colonial Revival and vernacular / seaside cottages helped to create a new style by the end of the 19th century. The Shingle Style -- a uniquely American style predominated much of American architecture of the 1890s.

This style was to be especially characteristic of shore resorts, which had a long existing tradition of using cedar shakes for siding. It was also perceived as being "patriotic" in the face of so many imported architectural fashions.

The Shingle Style modifies the patterned-shingle aesthetic that was

central to Queen Anne architecture and used plain-cut, naturally textured shakes to unify visually all parts of the buildings, including roofs and porch posts. Other materials were rarely used on these buildings, except for restrained areas of trim. Details, when present, were neo-Colonial in nature, and featured white wooden columns, Palladian windows, cupolas and pilaster-framed doorways. Roofs were more varied in design than those of other styles, and double-pitched gambrel roofs were greatly favored for their sloping quality, over which the shingles presented a unified appearance. Multiple dormers and pent eaves were also common.

For the most part, the resorts of Ocean County were founded before the wave of Shingle Style fashion, but individual buildings demonstrate in Beach Haven, Mantoloking and Bay Head, an awareness of the fashion, both in original form and through later remodelling.

At the end of the 19th century, one of the country's most popular resorts developed in the county on the mainland. Lakewood, located in northern Ocean County, became a wealthy winter resort by the 1890s known nationwide for its pine forest and large Shavian, Beaux Arts and Spanish Revival structures. These buildings were often designed by famous architects of the day.

The Shavian mode (Tudor) which predominated in the village, is an outgrowth of the Queen Anne Style and was first employed by Richard Norman Shaw, an English architect. Shaw built large country homes with contrasting materials such as stucco, timber and brick. Common elements of the style are medieval overhanging roofs, chimneys, turrets, gabled and hipped roofs, casement windows, balconies and verandas which open to the landscape.

A number of hotels and mansions were built in this style including #1515-3,23,28. These grand structures, often designed by John Thomas of Lakewood, were owned by wealthy New York families and are found in a village setting.

New York architects, such as Bruce Price and Carrere and Hastings, also designed large structures for the winter vacationers. Wealthy families such as the Goulds, Packs, Claflins and de Forests, employed these architects to design their resort cottages. Georgian Court, for example, was designed by Bruce Price in 1896. This large country manor is styled in the Beaux Arts tradition -- a style based on French architecture. The structure is grand in scale, symmetrical and opulently decorated with classical ornament such as cartouches, columns, swags and sculptured figures and medallions.

Other structures, such as the Laurel-in-the-Pines, a large hotel circa 1891 designed by Carrere and Hastings, were built alongside mansions. This structure, although similar to Georgian Court, employed more refined features typical of 20th century Classical Revival architecture. Only one guest house of the hotel remains today (#1515-30).

Smaller, yet still grand cottages employing Classical Beaux Arts elements were built throughout the resort, many of which were also architecturally designed (1515-21,34,37).

Spanish Revival architecture could also be found in the village. This style, although less widespread was well adapted to the resort community. Like the Shavian and Beaux Arts styles, both high-styled and vernacular examples of the Spanish Revival are found in the area (#1515-38).

All of these modes continued to be used in the construction of residential architecture until the early 20th century. Commercial buildings, such as those on Clifton Avenue, also employed elements of these styles.

20TH CENTURY ARCHITECTURE

By the early 20th century, large scale tract housing could be found alongside the 19th century resorts. Lakewood and New Egypt, for example, contained new sections often with identical cottages. New resorts, such as Beach Haven Terrace were also built with small scale, high density structures. These cottages or bungalows were constructed at the turn of the century and were usually middle class housing. Many of the cottages were located in developments founded by land speculators. The Boroughs of Beachwood, Pine Beach and Ocean Gate are typical examples of these communities. One of the most popular building designs in these towns was the bungalow.

The Bungalow Style is extremely simple in comparison to the many revival styles. In its pure form, it has distinctive features. The height of the structure is constant at 1½ stories high, and there are generally multiple gable roofs, often with shed dormers. The porch is the dominant single feature of the house and it is structurally revealing. Exposed rafter tails can be seen at the roofline, and the roof is supported by tapering or battered porch posts.

The Bungalow Style had influences from the Prairie School of the mid-western United States, and from Japanese architecture. It appeared in the United States around 1900, and was largely promoted in magazines as an ideal do-it-yourself vacation home. Its open-air feeling and casual layout was ideally suited to summer homes, and was generally affordable. It is prevalent along the West Coast, but it is also an obvious favorite of the New Jersey seashore resorts.

The name of the Bungalow became so popular that it is often erroneously used to designate many types of small vacation homes. The term bungaloid,

is more properly used in these instances.

These structures continued to be built in the resorts and mainland villages during the first half of the century. However, by the late 1930s new styles were introduced in the county including the art moderne.

This style is a variation of the popular Art Deco Style, which originated in the United States and flourished around 1940. It is considered to be the first truly "modern" style of our times, in that it derived not from a historically-oriented revivalist tradition, but rather from an awareness of industrialization. It also is related to certain international art movements of the early twentieth century, such as Cubism. The style was particularly popular in large cities such as New York.

Art Deco structures are usually small in scale, and have characteristic parapet roofs. A smooth stucco finish, lacking in traditional detail, was also common, as was the use of glass brick to provide light and interest. Rounded corners, curved canopies and door hoods often grace the structures. Outdoor features, such as patios, were made integral to the architecture and highlighted the contrast between modern life and nature.

Art Deco remained a rare form within Ocean County and was more likely to be used for buildings such as movie houses (such as the two movie theatres of Seaside Heights, which have been demolished in 1980-81) than for private homes. However, important homes of this style do exist in Lakewood, Island Heights, and other established pockets of highstyle architecture. Undoubtedly perceived as shocking intrusions in their own day, these buildings now add to the overall architectural history of their area. The best example of this style extant today, on a large scale, is the Pinewald Convalescent Home (#1505-9).

After World War II, a new wave of residential developments were constructed in the county. These new communities, like the earlier bungalow

developments, were clustered along major roadways. These routes, such as Route 9, 88, 70, made it possible for year-round residents to live in the county and commute to nearby metropolitan centers for employment. The large influx of year-round residents helped develop new forms of suburban architecture. Shopping malls and highway commercial strips were constructed along the county's heavily trafficked roads. These new commercial centers often replaced older village business districts.

In recent years, large tract housing communities and commercial malls have been built throughout the county. Large senior citizen communities such as Holiday City and Leisure Village which have brought new residents to the area, have also been constructed.

Although the county continues to increase in population, new legislation such as the Wetlands and Pinelands Act, high mortgage rates and fuel shortages and prices, have decreased the number of new developments.

FOOTNOTES

- 1 Barbara Wiley and Patricia Lardiere, "Archaeological Sites Inventory of Ocean County", (Toms River, New Jersey: Unpublished Report, 1978), p.4.
- 2 Edwin Salter, A History of Monmouth and Ocean Counties (Bayonne, New Jersey: E. Gardner & Son, 1890), p.105.
- 3 Harold F. Wilson, The Jersey Shore Vol. I (New York: Lewis Historical Publishing Company, Inc., 1953), p.157.
- 4 William H. Fischer, ed., Biographical Cyclopaedia of Ocean County New Jersey (Philadelphia: A.D. Smith & Co., 1899) p.25.
- 5 Pauline S. Miller, Early History of Toms River and Dover Township (Toms River, New Jersey: By the Author, 1967), p.2.
- 6 Salter, History of Monmouth and Ocean Counties, p.241.
- 7 Ibid., p.251.
- 8 Wilson, The Jersey Shore, p.79.
- 9 Ibid., p.142.
- 10 Salter, History of Monmouth and Ocean Counties, p.306.
- 11 Fischer, Biographical Cyclopaedia, p.35.
- 12 Salter, History of Monmouth and Ocean Counties, p.104.
- 13 Fischer, Biographical Cyclopaedia, p.34.
- 14 Vivian Zinkin, Place Names of Ocean County New Jersey 1609 - 1849 (Toms River, New Jersey: Ocean County Historical Society, 1976). A total of 73 mill sites are compiled in this study.
- 15 Arthur D. Pierce, Iron in the Pines (New Brunswick, New Jersey: Rutgers University Press, 1957), p.12.
- 16 Wilson, The Jersey Shore, p.146.
- 17 Thomas F. Gordon, Gazetteer of the State of New Jersey (Trenton: Daniel Fenton, 1834).
- 18 John W. Barber and Henry Howe, Historical Collections of New Jersey (New Haven: By Author, 1868).
- 19 Office of Economic Research, "An Economic Profile of Ocean County, New Jersey", (Trenton: Department of Labor and Industry, 1978), p.4.

FOOTNOTES CONTINUED:

- 20 Gustav Kobbe, The Jersey Coast and Pines (Short Hills, New Jersey: By the Author, 1889), p.71
- 21 "Fishing Off the Coast of New Jersey", Appleton's Journal, June 24, 1871, p.738.
- 22 Ibid., p.735.
- 23 H.C. Woolman and T.F. Rose, Historical and Biographical Atlas of New Jersey Coast (Philadelphia: Woolman and Rose, 1878), p.63.
- 24 Kobbe, The New Jersey Coast, p.68.
- 25 Wilson, The Jersey Shore, p.722.
- 26 Peter J. Guthorn, The Sea Bright Skiff and Other Jersey Shore Boats (New Brunswick, New Jersey: Rutgers University Press, 1971).
- 27 Nathaniel H. Bishop, Four Months in a Sneak-Box (Boston, 1879).
- 28 Guthorn, The Sea Bright Skiff, p.150.

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- "Fishing Off the Coast of New Jersey." Appleton's Journal, June 24, 1871, pp. 735-738.
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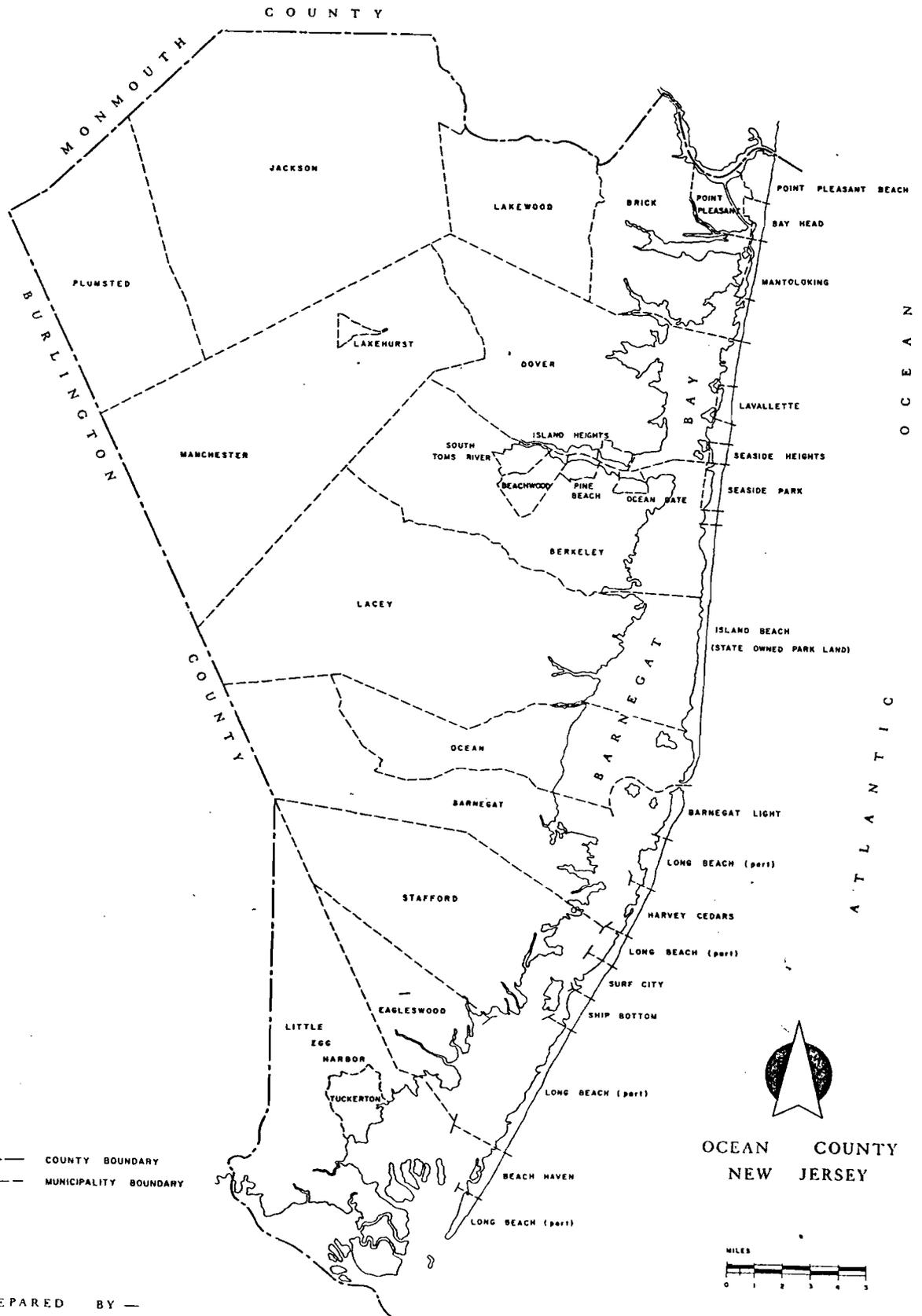
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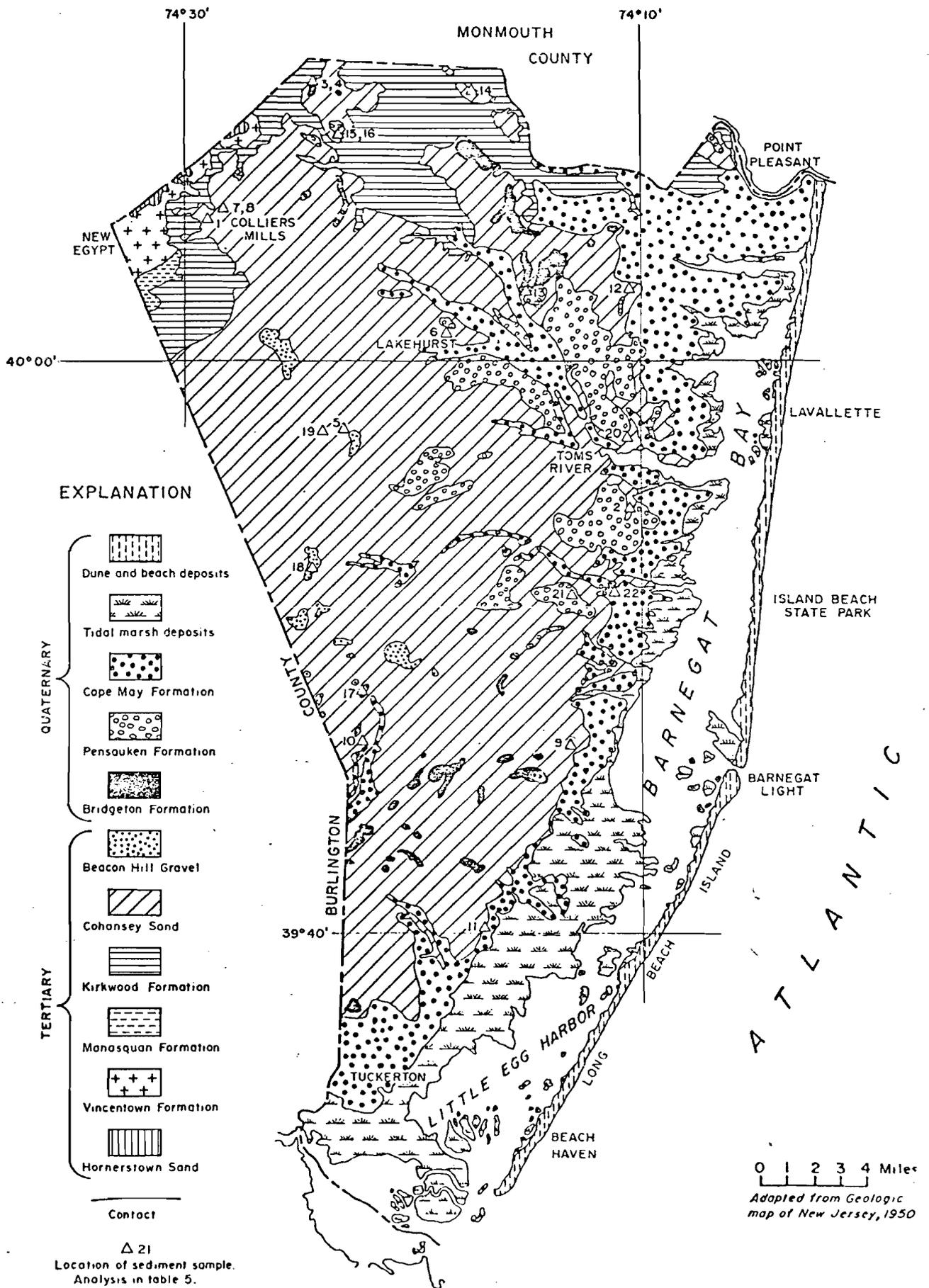
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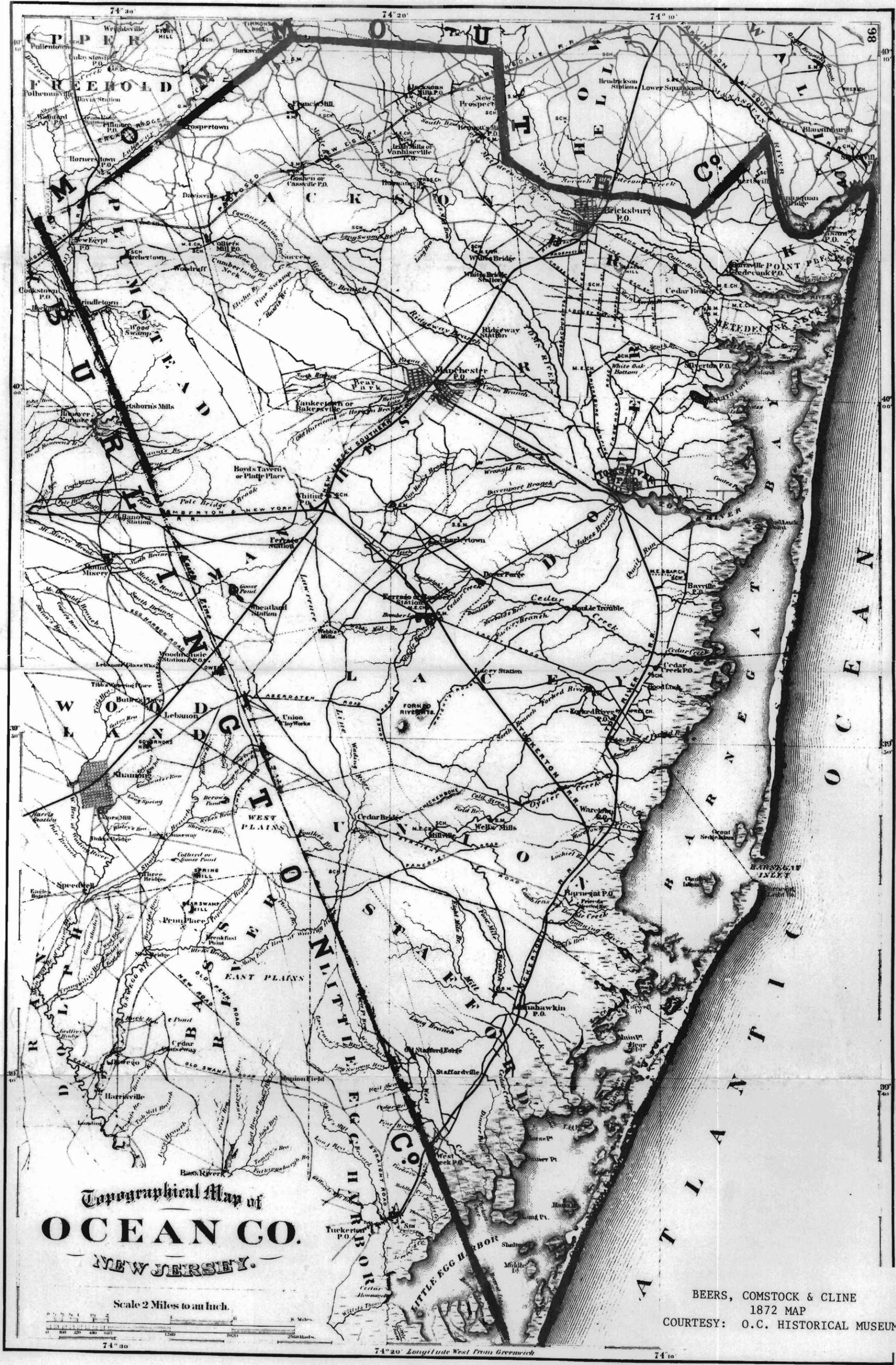

 OCEAN COUNTY
 NEW JERSEY



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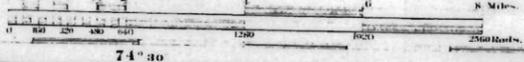
GEOLOGY OF OCEAN COUNTY





Topographical Map of
OCEAN CO.
NEW JERSEY.

Scale 2 Miles to an Inch.



BEERS, COMSTOCK & CLINE
1872 MAP
COURTESY: O.C. HISTORICAL MUSEUM

74° 30'

74° 20' Longitude West from Greenwich

74° 10'

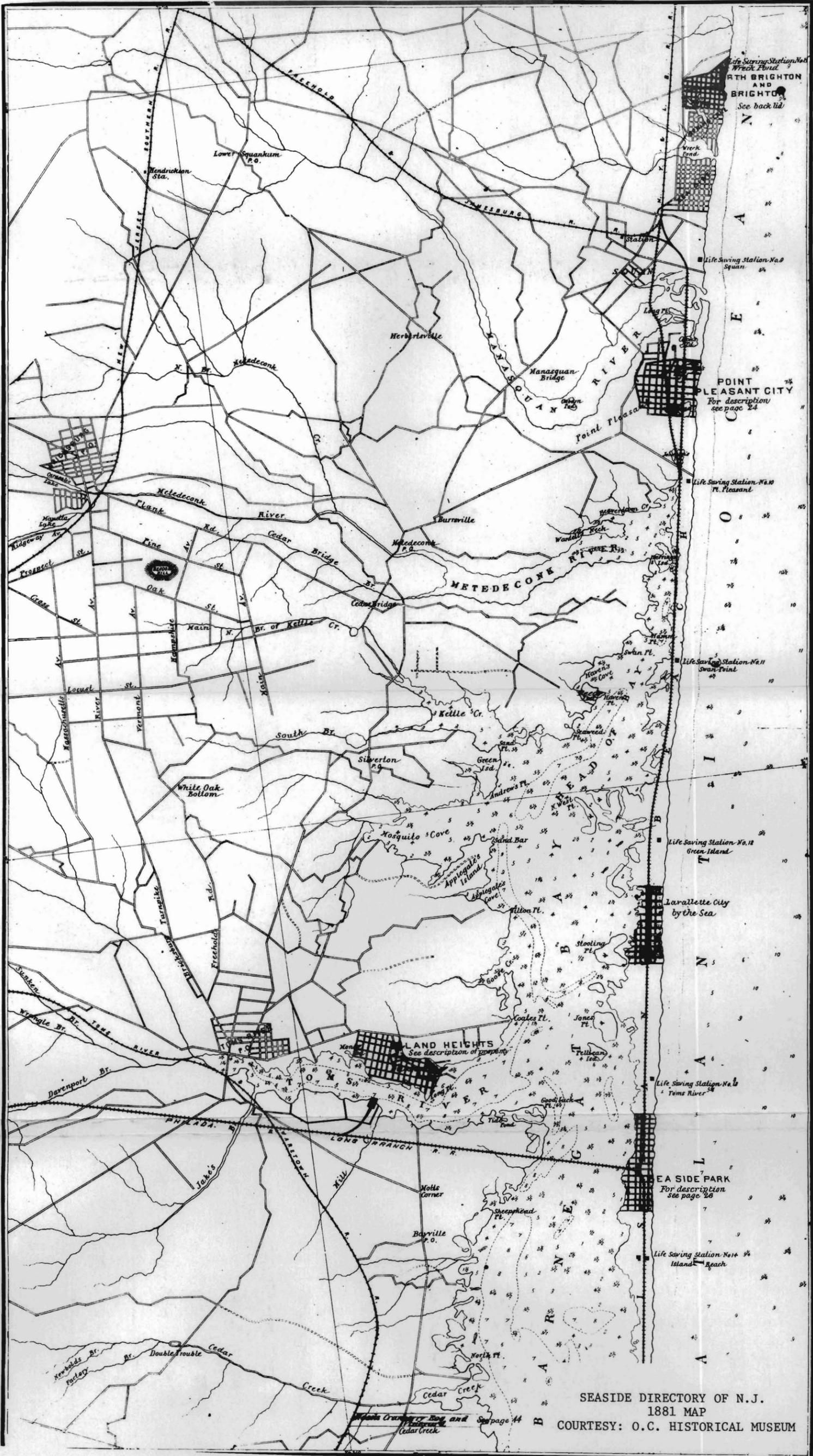
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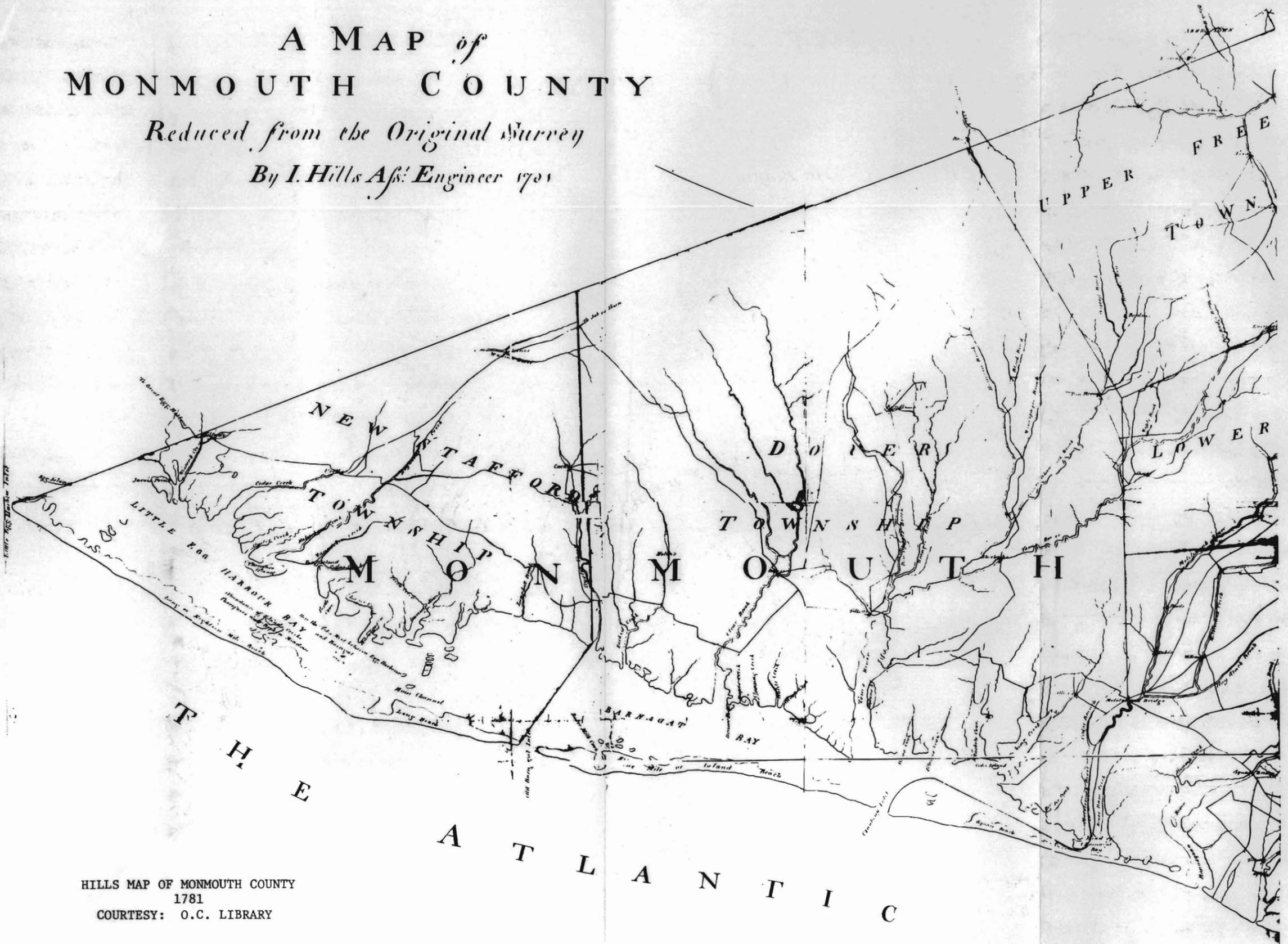


SEASIDE DIRECTORY OF N.J.
 1881 MAP
 COURTESY: O.C. HISTORICAL MUSEUM

A MAP of
MONMOUTH COUNTY

Reduced from the Original Survey

By I. Hills Asst. Engineer 1781



HILLS MAP OF MONMOUTH COUNTY
1781
COURTESY: O.C. LIBRARY

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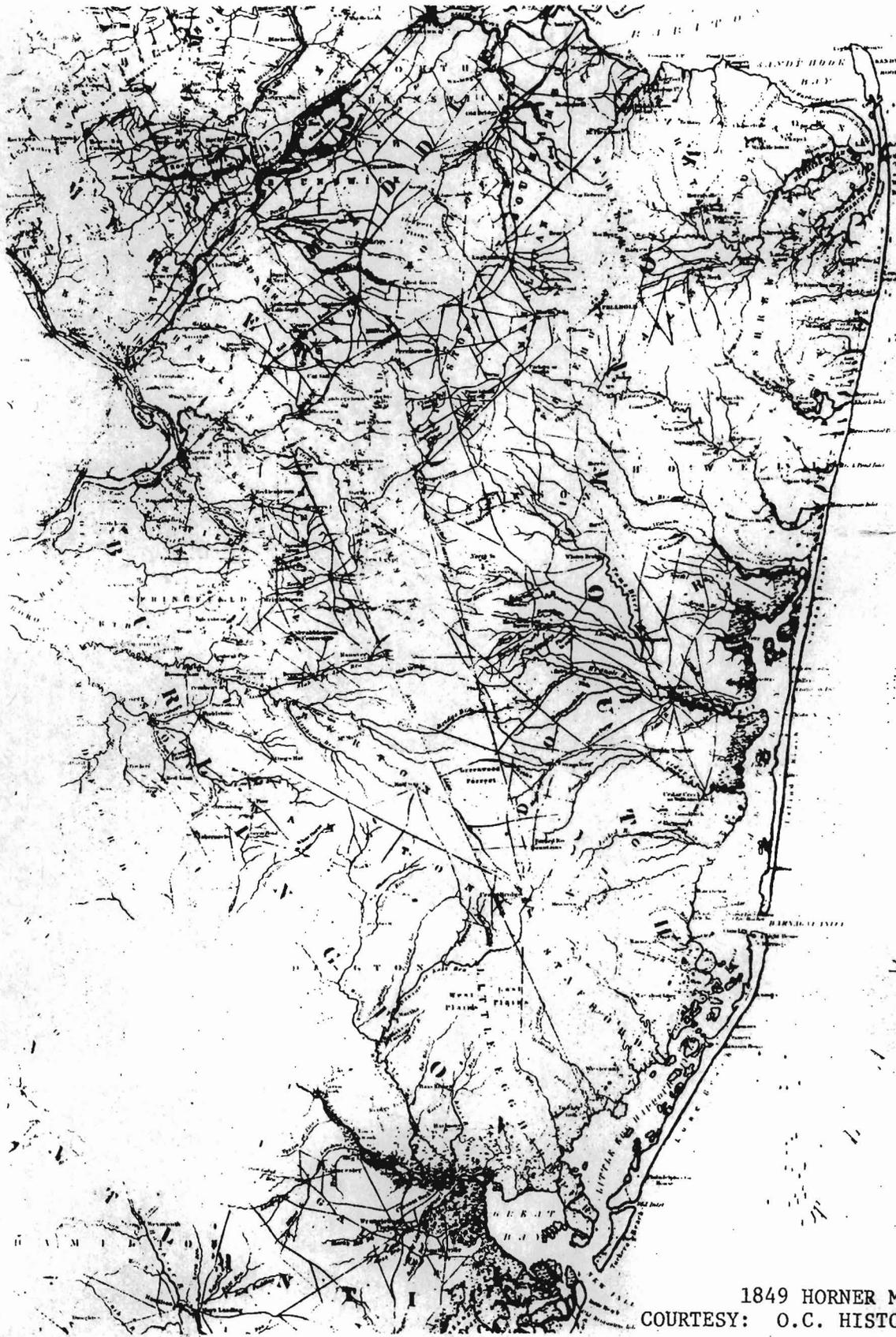
NEW JERSEY

1812.

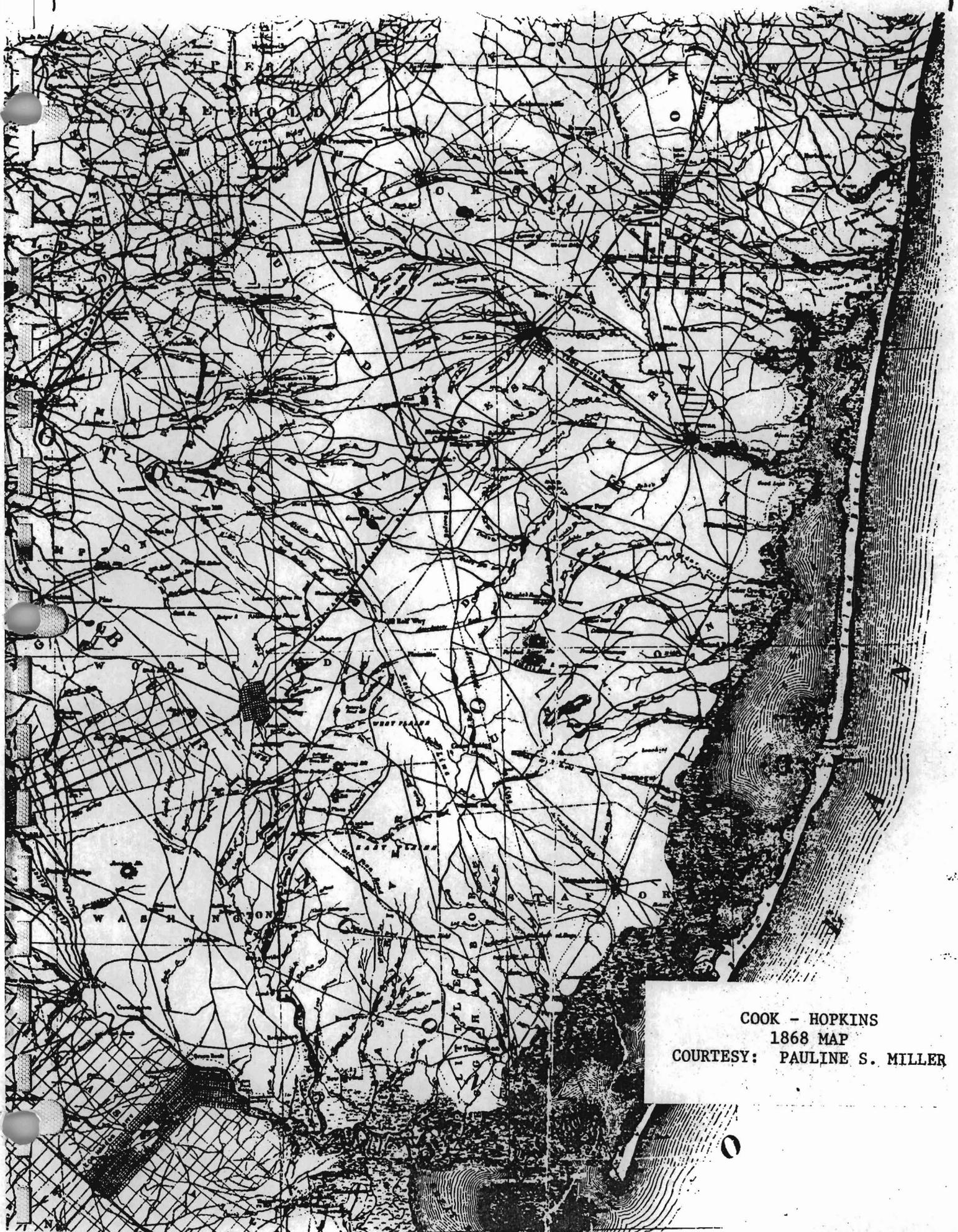
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From Capt. W^m. Gibson's Chart Book
Toms River.
Published by Thomas & Andrews
Boston.



1849 HORNER MAP
COURTESY: O.C. HISTORICAL MUSEUM



COOK - HOPKINS
1868 MAP
COURTESY: PAULINE S. MILLER