BERKELEY TOWNSHIP

Berkeley Township was created in 1875, through separation from Dover Township. Since that time, five other municipalities have been created from its original described boundaries. Today, the Township contains 37.56 miles of land, located generally to the south of the Toms River, north of Cedar Creek, and west of Barnegat Bay, but also including part of Pelican Island, South Seaside Park, and Island Beach State Park. It is a residential township, although large tracts of forest still remain. Most of these are in the Cedar Creek Basin, including Double Trouble State Park.

Environmental conditions encouraged early settlement here. The Bay and the two rivers which now designate the Township boundaries prompted extensive maritime development and until 1812, Cranberry Inlet (which flowed between the then-divided Squan Beach peninsula and Island Beach) provided direct access to the ocean. The Cedar Creek area was a hearth of the timber industry, and is also known to have been the site of Lenni Lenape occupation. Additionally, three important tributaries of Toms River -- the Davenport Branch, Jake's Branch, and Wrangle Brook -- were catalysts for settlement of the interior. Finally, landholdings along the barrier peninsula led to involvement with shipwrecks and smuggling, particularly in Island Beach.

Area place names have been traced back to 1690, indicating an early English population, and most of the waterways and natural features were named by the eighteenth century. There are significant physical remains from Berkeley's early history as well, including two structures of pre-Revolutionary construction. The Lawrence House (#1505-3) on Sloop Creek Road is said to have been a refugee hideout during the Revolution, as well as a stop on the Underground Railroad during the Civil War. Nearby is the Rogers/Veeder
House which was built by John Imlay, sold to the Rogers Family in the eighteenth century, and then to the Veeders (a family member still maintains ownership) in the 1890s. The Rogers Burial Ground which is associated with this house is one of at least four early known graveyards still extant in Berkeley Township. Others include the Hollow Field Cemetery at Dover Forge, which was used for the Forge's personnel and their families in the eighteenth and nineteenth centuries and was distinguished by headstones of ironstone and sandstone, and the Jeffrey Family graveyard near the border of Ocean Gate. The Anderson Farm Graveyard had been the site of the oldest monument in the Township, the headstone of William Cheamlin, which has been moved to the Ocean County Historical Museum. This marker is ornamented with a winged death's head motif which is characteristic of New England headstones.

Most of the early families were engaged in farming and there were several early mills, some of which have been documented by Edwin Salter. On Cedar Creek, John Eastwood's sawmill was established prior to 1740 and John William's mill around 1750. Jacob Jacobs, for whom Jake's Branch was named, had a sawmill there around 1760; he also acquired the 1765 mill of John Randolph (alternately known as Randal, Randall, and Randell) who owned a "vast tract of land in the interior" of Manchester, Lacey, and Berkeley Townships on the Davenport Branch in 1779, at which time the name was changed to Speedwell. Other mills probably existed throughout the nineteenth century.

At the present time, the Double Trouble Sawmill alone still operates within Berkeley Township. Now owned by the State of New Jersey and part of a State Forest, the sawmill (on the site of Thomas Potter Sr.'s original "ancient settlement") continues the once-widespread local lumbering tradition. It was listed in the National Register of Historic Places in 1978. It is known that there were significant early roads in Berkeley Township.
At least a part of the present Route 9 lies along the old shore road, and there had been a toll booth in the area of Bayville. On a street now known as Ocean Gate Turnpike, and old stage house still exists, although converted into a residence (#1505-L3.) Pegged timber framing with Roman numerals incised at the joints has been found under the present aluminum siding.

Naturally, boating was also of principal importance to the first residents. No early Berkeley boatbuilders are known at the present time; it is even possible that proximity to established boatworks in Toms River and Barnegat made a local involvement unnecessary. It is known that small boats were a major means of transportation throughout Berkeley's early history, as the roads were notoriously poor, and colonies of baymen depended upon their boats for subsistence. In addition to such practical uses, local boats were used during the Revolutionary War both for defense and for privateering. This activity was approved by the United States Government, and aided by the Toms River Militia.

During the Revolution, Captain James Bigelow, who lived on Wrangle Brook, was a patriot of note, responsible for capturing the brig "Dove" and the "Betsey." 13 He was rated as a "mariner" in the roster of Revolutionary officers and seems to have been in charge of the local barges and whale-boats. 14 He is one of Berkeley's most acclaimed early residents. No associated buildings are now known.

Related to the patriotic local maritime tradition are other, less noble contemporaneous practices including smuggling, which seems to have been widespread, and land piracy. The so-called Refugees or Pine Robbers, Loyalists to the British cause, were widely engaged in marauding the settled areas of Ocean County, using their knowledge of the local landscape to increase their personal wealth in addition to helping Great Britain. The Refugees maintained
hideouts at several places along the coast, working in bands and concentrating on a limited area. Berkeley Township was principally pillaged by the Davenport Gang, headed by "Bloody John" Bacon. A member of the gang, Dick Bird, had an especially fearsome reputation and was finally tracked to his death by American soldiers. Local history asserts that he was ambushed at the Lawrence House, mentioned previously. 15

The Rogers/Veeder House also played a significant role during the War. It is believed that John Rogers was a friend of the Tory John Dillon across the Toms River in Island Heights; in any case, he welcomed and sheltered some of the British soldiers as they were en route to the burning of Toms River. Consequently, his own house was saved from burning. The British left five calfskin trunks containing uniforms and other artifacts at the Rogers House after the incident; these items have since been distributed to several New Jersey museums, including the Ocean County Historical Museum. Rogers lived in the house for many years after, and made regular commercial trips to New York on his boat. 16

In the late nineteenth century, the powder works of the United States Dynamite Company were located close to the site of John Randolph's old mill. This enterprise, sometimes since referred to as the Germainia powder works, probably because of the name of the railroad stop there, achieved notoriety in March 1889 when an explosion destroyed the mixing house (where absorbents were mixed with nitro-glycerine) and killed two men. It seems likely that other explosions may have occurred there. Although little else is still known about these works, some earthen features are said to remain at the site today. 17

In 1809, Dover Forge was built by William L. Smith, son-in-law of General John Lacey, the entrepreneur of Ferrago Forge. According to legend,
both men completed their respective forges on the same day, with Smith's forge finished slightly sooner. Smith turned the forge over to a man named Joseph Austin; fire destroyed it soon after, and Austin's son moved the works to Hampton, only to return to Dover Forge in 1828 and rebuild again there. Some aboveground evidence of the Forge still remains, despite a forest fire in the 1930s; according to Henry Charlton Beck, there had been four dwellings, a sawmill, barns and a blacksmith shop, in addition to the Hollow Field Cemetery.

Later in Berkeley Township's history, in the early twentieth century, two powerful new local industries were to peak and eventually decline: pound fishing and cranberry farming. Pound fishing took place exclusively in the peninsular area along the ocean, and Berkeley's three pounds -- the Larkin-Hiering, Independent and Union Fisheries -- were all located in South Seaside Park; none has survived. Cranberry farming, on the other hand, is still carried on within the Township at Double Trouble State Park. This enterprise flourished here after the Civil War and by the early 1900s, under the auspices of the Double Trouble Cranberry Company, the area bogs annually harvested one of the largest crops in the state. Originally, area residents were employed as field workers but as the operation grew, Sicilian migrant "pickers" from Philadelphia and South Jersey worked the fields. Local residents, however, were employed in the sorting and packing house which was built in 1916. Additional buildings at the 2,500 acre State Park include workers' houses and barracks, a one-room schoolhouse, c.1890s, a sawmill, c.1906, and a number of outbuildings. Today, two of the seven bogs in the park are in operation.

Settlement throughout Berkeley was widely scattered, and continues so at the present time. However, the area known as Bayville has always been of central importance. A preaching place for Methodist circuit riders as early as 1799, by 1822 the settlement was known as Potter's Creek after Thomas
Potter Sr. an owner of the Double Trouble sawmill. In 1829, a "free church" open to all denominations was established here, and "Dover Chapel" became the name of both that church and of the surrounding town. Concentrated missionary efforts insured that the congregation remained largely Methodist although the "free church" designation continued throughout the nineteenth century.
The church incorporated as a Methodist Church in 1855, and several prominent citizens of the Toms River area, including Caleb Grant and William Jeffrey, were among the trustees. The church appears to have endured some difficult times, as the historian Gustav Kobbe notes:

In this church it was first come, first served, and within its sacred precincts, it is said, itinerant ministers would of a Sunday morning come to blows for the right to hold services and the accompanying privilege of taking up a collection.

However, the congregation continued, and in 1873 the present structure, the Trinity Methodist Church of Bayville was begun, to be completed by 1880. The old church structure remained in use as a village center, serving both as a school and as the location of Berkeley's first township meetings, following incorporation as a municipality in 1875; it existed at least until 1940. It is interesting to note that a Reverend VanSant (possibly one of the two founders of the Methodist Camp meeting town of Island Heights) officiated at the opening ceremonies of the new church.

Bayville itself has continued as a center of importance within Berkeley Township, and today contains the Post Office and various municipal buildings. For a brief period, it was known as Chaseford in honor of the Secretary of the Treasury and Senator Samuel Lampford Chase; the present name of Bayville resulted from an 1870 Post Office designation. Berkeley itself was named after John Lord Berkeley in 1875, the year of its incorporation by Samuel H. Shreve, a former Civil Engineer and Surveyor of Toms River. Shreve was also
a contributor to Toms River's newspaper, *the New Jersey Courier*. 30

Shortly after its incorporation in 1881, Berkeley Township was linked to many nearby settlements and fledgling resorts by means of the Southern Branch of the New Jersey Central Railroad, which ran along the shore from South Toms River, and later by the Pennsylvania Railroad. The lines of the two are shown in Kobbe's map, which also indicates the Central Railroad stations at South Toms River and Barnegat Park, and the Pennsylvania Railroad stations at Pine Beach (which was then a part of Berkeley Township) and at "Barnegat Pier" halfway across the trestle crossing Barnegat Bay. This stop was particularly important for the resort trade, as passengers could transfer here to waiting fishing boats. The introduction of the railroad to Berkeley Township, as elsewhere, speeded local development, as it brought vacationers and sportsmen to the area as well as new residents, and made possible numerous projects by real estate developers. It also was a means of exporting local produce, such as fish and shellfish, and importing staple goods, thus encouraging agricultural specialization on the local level.

The late nineteenth century was the advent of a remarkable development which was located in Berkeley Township and which survives in part today -- an orderly gridded "city" next to Crystal Lake in the Pines, which was first promoted as Barnegat Park. Both Kobbe and Salter document this development at the time of its emergence. Begun in 1887 under the direction of John A. Larner, 31 Barnegat Park was intended to be a "summer and winter settlement" for army and navy officers, with well paved roads and a nearby hunting tract of 4000 acres. Its physical plan had a certain resemblance to Penn's designs for Philadelphia, featuring a center square surrounded by neat blocks of streets, with two circles relieving the sameness of the grid. Streets were named after prominent military figures; some of these streets remain, although
others have disappeared and a few names have been changed to feature more contemporary Presidential figures. The Barnegat Park development did not develop according to plan, despite initial local enthusiasm and the sale of several lots as well as the construction of some hotels which have since disappeared. However, much of the physical plan was preserved in a second try on the same site.

Pinewald was a product of the late 1920s. Its developers, B.S. Sangor and Co. (of New York, Philadelphia, Newark, Trenton, and Camden) had already been active in Berkeley Township, having constructed at least one well-advertised "model bungalow" in Pine Beach; in the less established area of the interior, their plans were more grandiose. Pinewald was advertised to be a "new-type, residential, recreational city-of-the-sea and pines" containing an administration building, community center, garage, playground, shopping center and 18-hole golf course, in addition to building lots which were to be privately owned. Some of these structures and the golf course were actually built, and Crystal Lake was created. The crowning jewel of the Pinewald Development was the Royal Pines Hotel, (#1505-9) which was a health clinic in addition to being a prestigious and modern hotel. Seven stories high, the Art Deco-style stucco structure was built at the cost of $1,175,000, and was resplendent with fantastic architectural ornaments; many embellishments are still plainly visible despite the structure's presently more sober role as a convalescent home. The hotel itself was complemented at the bay-side by an open pavilion, reminiscent of the Royal Palace at Brighton and locally known as the "Taj Mahal" where the Sangor representatives would first take their prospective buyers, to luxuriate in the atmosphere of Barnegat Bay and to receive a sales talk extolling Pinewald. Unfortunately, the pavilion no longer exists, but a sketch of it appears on the 1932 Horrock's Map of
Barnegat Bay, and the Royal Pines Hotel structure itself has ornamental medallions depicting this pavilion. It is shown amidst romantic scenes of Pines and Sea and seems to conform nicely to the neo-Greek / Spanish / Egyptian / Moorish / Colonial Revival / Baroque ornamentation of the hotel itself.

The hotel ultimately failed during the Depression; fire has devastated the area; and the Sangor Company was involved in bank failure, but the Pine-wald area is still dominated by the Old Royal Pines Hotel's silhouette. Elsewhere in Berkeley Township, other outside developers were more successful. Pine Beach, Beachwood, Ocean Gate, and Seaside Park all began as development communities within Berkeley, and all succeeded and exist today as independent municipalities, as does South Toms River.

Twentieth century Berkeley Township still preserves much of its physical past, both in the forms of its built environment and in its Pine Barrens land which is in both the preservation and the protection areas. The Berkeley Township Historical Society, created in 1975, has done much to identify and document local sites. The State Parks at Double Trouble and Island Beach testify to conservation awareness and a new recreation complex at Veteran's Park, including a golf course, tennis courts, and other amenities, provides for public enjoyment. There are also many landmarks to modern development within the township, including the 1931 AT&T ship-to-shore station, the Robert J. Miller Air Park, and the senior citizens' complex at Holiday City.
FOOTNOTES:

1 Vivian Zinkin, Place Names of Ocean County, New Jersey 1609-1849

2 Berkeley Township Centennial Commission, Berkeley Township, The
First 100 Years Berkeley Township: The Commission, 1975.

3 Ibid., p.7. David Veeder was an Ocean County Judge and a land
developer.

4 Ibid., p.12.

5 Edwin Salter, A History of Monmouth and Ocean Counties Bayonne:

6 Ibid., p.100.

7 Ibid., p.237. John Williams is also said to have saved Toms Rivers'
salt during the Revolution.

8 Zinkin, op. cit., p.99.

9 Susan Kardas and Edward Larrabee. Cultural Resource Survey

10 Ibid., p.149.

11 Ocean County's Principals' Council, Tides of Time Toms River: The

12 Berkeley Township Centennial Commission, op. cit., p.31.

13 Salter, op. cit., p.197.

14 Ibid., p.198.


16 Ron Stillwell. Interview by M.R. Kralik, Berkeley Township,
July 1981.

17 Berkeley Township Centennial Commission, op. cit., p.11.

18 Ibid., p.27.

19 Ibid., p.30.

20 Crabbe, Mac. Interview by Kevin McGorty. Toms River; Fall 1978.
BERKELEY TOWNSHIP FOOTNOTES CONTINUED:

21 Zinkin, op. cit., p.147.

22 Ibid.

23 Ibid., p.39.

24 Salter, op. cit., p.258.


26 Ocean County Principals' Council, op. cit.

27 Salter, op. cit., p.283.

28 Zinkin, op. cit., p.55.

29 Salter, op. cit., p.283.

30 Ibid., p.38.

31 Ibid., p.283.


33 Berkeley Township Centennial Commission, op. cit., p.49.

34 Ibid.

35 Stokes, op. cit.

36 Henry H. Horrocks, Map of Barnegat Bay and Surrounding Country, 1932. There is also a diorama of the pavilion and its pier in the Berkeley Township Historical Museum.

BIBLIOGRAPHY:

Ad Hoc Committee to Preserve Cedar Creek. Cedar Creek. Ocean County: 1975.


Files of the Berkeley Township Historical Society.

BERKELEY TOWNSHIP BIBLIOGRAPHY CONTINUED:


Ocean County Courthouse, Toms River, New Jersey. Maps.


Toms River - Ocean County Chamber of Commerce. The Good Life III. Toms River - Ocean County Chamber of Commerce, 1981.

ACKNOWLEDGEMENTS

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

Berkeley Township Historical Society

Michael Fedornak, Municipal Historian
Tom McIntyre
Florence Newman
Irving Nobles
Mildred Potter
Marie Stewart
Ron Stillwell
John B. Verdier
Table of Contents

Letter of Transmittal .................................................. i
Acknowledgements ...................................................... ii
Table of Contents ...................................................... iii
Introduction ............................................................. 1 - 17
Berkeley Township Historical Overview ............................. 1 - 12
Survey Forms ............................................................ 1510-1-12
Listings ................................................................. 1510-1-26
Island Beach State Park Historical Overview ...................... 1 - 6
State and National Register of Historic Places Recommendations
  State and National Register Historic Sites
    United States Life Saving Station No. 14
    Double Trouble Historic District
  State and National Register Nominations Pending Review
    Rogers Farm / Veder House

Appendix

Maps
NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES
HISTORIC PRESERVATION SECTION
INDIVIDUAL STRUCTURE SURVEY FORM

HISTORIC NAME: 12 Williams Lane
LOCATION: Berkeley Township
MUNICIPALITY: Santo
USGS QUAD: 45 Alpine Avenue
OWNER/ADDRESS: Staten Island, N.Y. 10301

COMMON NAME: BLOCK/LOT
COUNTY: Ocean 1033/41-49
UTM REFERENCES: Zone/Northing/Easting

DESCRIPTION
Construction Date: c. 1876
Source of Date: owner
Architect:
Builder:
Style:
Form/Plan Type: cruciform
Number of Stories: 2
Foundation: high, brick
Exterior Wall Fabric: clapboard with X-work applied
Fenestration: 3 bay
Roof/Chimneys: cross gambrel with jerkinhead rear / central chimney
Additional Architectural Description:

An extended porch with gazebo runs across the north, east and south elevations. The porch has brackets and a hipped roof. Windows have transoms, some with stained glass. Most windows are casement. Exposed rafter tails are found along the roofline and around the porch. The gambrel peaks have decorative stick-style work. Servants' quarters and carriage house (now separate properties) are nearby. Both have gambrel roofs.
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure is located on a large lot overlooking the South River. Two outbuildings, now separately owned, are found on the block.

SURROUNDING ENVIRONMENT: Urban ☐ Suburban ☐ Scattered Buildings ☑
Open Space ☐ Woodland ☐ Residential ☐ Agricultural ☐ Village ☐
Industrial ☐ Downtown Commercial ☐ Highway Commercial ☐ Other ☐

SIGNIFICANCE:

This structure is believed to have been the Swiss building at the 1876 Centennial Exhibition in Philadelphia. The house, although deteriorated, is one of the largest structures of its kind in the area. It has an unusual clapboard exterior with cross wood bracing. The house was owned by the Webster family who built the outbuildings and remodeled the main structure.

ORIGINAL USE:

PRESENT USE: Residential

PHYSICAL CONDITION: Excellent ☐ Good ☐ Fair ☐ Poor ☑

REGISTER ELIGIBILITY: Yes ☑ Possible ☐ No ☐ Part of District ☐

THREATS TO SITE: Roads ☐ Development ☐ Zoning ☐ Deterioration ☑

No Threat ☐ Other ☐

COMMENTS:

May be part of Centennial Exhibition Swiss Building.

REFERENCES:


RECORDED BY: M. May
ORGANIZATION: Heritage Studies
DATE: July 1981
NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES
HISTORIC PRESERVATION SECTION
INDIVIDUAL STRUCTURE SURVEY FORM

<table>
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<th>HISTORIC NAME: Windward Yacht Club</th>
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<tbody>
<tr>
<td>LOCATION: Tudor Avenue</td>
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<td>MUNICIPALITY: Berkeley Township</td>
<td>COUNTY: Ocean</td>
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<td>USGS QUAD:</td>
<td>UTM REFERENCES: Zone/Northing/Easting</td>
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<tr>
<td>OWNER/ADDRESS: Richard Haines</td>
<td></td>
</tr>
<tr>
<td>214 Washington Street</td>
<td></td>
</tr>
<tr>
<td>Toms River, N.J. 08735</td>
<td></td>
</tr>
</tbody>
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DESCRIPTION
Construction Date: early 20th century
Source of Date: style

Architect:
Builder:

Style: vernacular Colonial Revival
Form/Plan Type: rectangular

Number of Stories: 2½ story
Exterior Wall Fabric: painted shingle

Foundation:

Fenestration:
Roof/Chimneys: hipped with gables / 2 chimneys

Additional Architectural Description:

Windows are 6/1 and 4/1 and are continuous on the east and west elevations. A cupola is centered on the roof and also has continuous fenestration. Shed and gabled dormers are employed.
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The building faces the South River and is surrounded by large 20th century residential structures. A large lot with an outbuilding is found on the south side.

SURROUNDING ENVIRONMENT: Urban ☐ Suburban ☑ Scattered Buildings ☑
Open Space ☐ Woodland ☐ Residential ☑ Agricultural ☐ Village ☐
Industrial ☐ Downtown Commercial ☐ Highway Commercial ☐ Other ☐

SIGNIFICANCE:

This structure is typical of early yacht clubs found along the Barnegat Bay and Toms River during the late 19th and early 20th century. It was a popular boarding house in the early 1900s, which benefited from its proximity to the Pine Beach railroad station, since gone. Its role as a yacht club was therefore more akin to a residential "club" rather than as a competitive sailing center. It is noted on the Horrocks Map of 1932.

ORIGINAL USE: Yacht Club
PHYSICAL CONDITION: Excellent ☐ Good ☑ Fair ☐ Poor ☐
REGISTER ELIGIBILITY: Yes ☐ Possible ☐ No ☑ Part of District ☐
THREATS TO SITE: Roads ☐ Development ☑ Zoning ☐ Deterioration ☐
No Threat ☑ Other ☐
COMMENTS:

REFERENCES:

RECORDED BY: M. May
ORGANIZATION: Heritage Studies
DATE: July 1981
**NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES**

**HISTORIC PRESERVATION SECTION**

**INDIVIDUAL STRUCTURE SURVEY FORM**

**HISTORIC SITES INVENTORY NO. 1505-3**

<table>
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<td>Sloop Creek Road</td>
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<tr>
<td>MUNICIPALITY:</td>
<td>Berkeley Township</td>
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<td>USGS QUAD:</td>
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</tr>
<tr>
<td>OWNER/ADDRESS:</td>
<td>60 Sloop Creek Road, Bayville, N.J. 08721</td>
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<td>COMMON NAME:</td>
<td>1278/67</td>
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<td>BLOCK/LOT:</td>
<td></td>
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<tr>
<td>COUNTY:</td>
<td>Ocean</td>
</tr>
<tr>
<td>UTM REFERENCES:</td>
<td>Zone/Northing/Easting</td>
</tr>
</tbody>
</table>

**DESCRIPTION**

**Construction Date:** c.1735  
**Source of Date:** style  
**Architect:**  
**Builder:**  
**Style:**  
**Form/Plan Type:**  

**Number of Stories:** 2  
**Foundation:** brick  
**Exterior Wall Fabric:** clapboard, shingle  
**Fenestration:** 2 bay  
**Roof/Chimneys:** gable / 2 chimneys  

**Additional Architectural Description:**

A small 1½ story, 3 bay east wing is believed to be the earliest section. This part has 6/6 windows. A lean-to addition is at the far east section. The main section is 2 bays with a side-hall door and transom. An open porch is located on the west and south end (with turned posts.)

**PHOTO**

Negative File No. 1505-3

**Map (Indicate North)**

![Map Diagram]
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure is found on a small road off Route 9. Small 20th century structures and a large open field surround the building.

SURROUNDING ENVIRONMENT:  Urban □  Suburban □  Scattered Buildings [x]
Open Space □  Woodland □  Residential □  Agricultural □  Village □
Industrial □  Downtown Commercial □  Highway Commercial □  Other □

SIGNIFICANCE:

The Lawrence House is believed to be one of the earliest structures in the township. According to the Berkeley Township booklet, the house is the place where Dick Bird, the notorious Potter's Creek outlaw of Revolutionary days, lost his life. Bird, a member of the Davenport gang of refugees remained loyal to England during the revolution and ravaged and plundered the shore communities. The house is also believed to have been a stop on the underground railroad, here runaway slaves sought refuge. There is still a hiding place within the attic which is said to be used for this purpose. The house was once part of a 600 acre tract.

ORIGINAL USE: Residential  PRESENT USE: Residential
PHYSICAL CONDITION: Excellent □  Good [x]  Fair □  Poor □
REGISTER ELIGIBILITY: Yes □  Possible [x]  No □  Part of District □
THREATS TO SITE: Roads □  Development □  Zoning □  Deterioration □
No Threat [x]  Other □
COMMENTS:

REFERENCES:


RECORDED BY: M. May  DATE: July 1981
ORGANIZATION: Heritage Studies
HISTORIC NAME: Bay Boulevard
LOCATION: Berkeley Township
MUNICIPALITY: Richard Miller
USGS QUAD: Bay Boulevard
OWNER/ADDRESS: Bayville, N.J. 08721

COMMON NAME: 1334/1
BLOCK/LOT: Ocean
COUNTY: UTM REFERENCES: Zone/Northing/Easting

DESCRIPTION
Construction Date: poss. early 19th c.
Architect:
Style:
Number of Stories: 2½
Foundation: brick
Exterior Wall Fabric: clapboard
Fenestration: 6 bay
Roof/Chimneys: gable

Additional Architectural Description:

The structure was built in two sections each 3 bays wide. Two entrances are found on the facade. Windows are 2/2.
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure is located on a side road off Route 9. An open field and modern commercial structures are found in the surrounding area.

SURROUNDING ENVIRONMENT: Urban ☐ Suburban ☐ Scattered Buildings ☒
Open Space ☐ Woodland ☐ Residential ☐ Agricultural ☐ Village ☐ Industrial ☐ Downtown Commercial ☐ Highway Commercial ☐ Other ☐

SIGNIFICANCE:

The structure is an unusual house since it contains two main sections possibly built in the early 19th century.

ORIGINAL USE: Residential
PHYSICAL CONDITION: Excellent ☐ Good ☒
REGISTER ELIGIBILITY: Yes ☐ Possible ☒
THREATS TO SITE: Roads ☐ Development ☐
COMMENTS: No Threat ☐ Other ☒

PRESENT USE: Residential
Fair ☐ Poor ☒
No ☐ Part of District ☐
Zoning ☐ Deterioration ☒

REFERENCES:

RECORDED BY: M. May
ORGANIZATION: Heritage Studies
DATE: July 1981
NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES
HISTORIC PRESERVATION SECTION
INDIVIDUAL STRUCTURE SURVEY FORM

| HISTORIC NAME: | Trinity United Methodist Church |
| LOCATION: | Route 9, Bayville |
| MUNICIPALITY: | Berkeley Township |
| USGS QUAD: | |
| OWNER/ADDRESS: | Bayville Methodist Church Route 9 Bayville, N.J. 08721 |

| HISTORIC SITES INVENTORY NO. | 1505-5 |
| COMMON NAME: | |
| BLOCK/LOT: | 858/20 |
| COUNTY: | Ocean |
| UTM REFERENCES: | Zone/Northing/Easting |

DESCRIPTION

Construction Date: c.1880

Architect: 

Style: meetinghouse

Number of Stories: 1

Foundation: brick with stucco

Exterior Wall Fabric: vinyl siding

Fenestration: 3 bay

Roof/Chimneys: gable roof

Additional Architectural Description:

A projecting entrance tower contains a double-leaf, round-arch doorway and flare roof. Stained glass and 12/12 windows are found on the facade and sides respectively.
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure is located on U.S. Route 9 and is surrounded by commercial structures, a graveyard and wooded lots.

SURROUNDING ENVIRONMENT:  Urban ☐ Suburban ☐ Scattered Buildings ☐
Open Space ☐ Woodland ☐ Residential ☐ Agricultural ☐ Village ☐
Industrial ☐ Downtown Commercial ☐ Highway Commercial ☑ Other ☐

SIGNIFICANCE:

The structure is a good example of church architecture built during the second half of the 19th century. The property was the site of an earlier religious structure known as Dover Chapel (also the name of the town at that time.) Religious activity is known to have begun as early as 1799 in the area.

ORIGINAL USE: Religious
PRESENT USE: Religious
PHYSICAL CONDITION: Excellent ☐ Good ☐ Fair ☑ Poor ☐
REGISTER ELIGIBILITY: Yes ☐ Possible ☐ No ☑ Part of District ☐
THREATS TO SITE: Roads ☐ Development ☐ Zoning ☐ Deterioration ☐
No Threat ☑ Other ☐

REFERENCES:


RECORDED BY: M. May  ORGANIZATION: Heritage Studies  DATE: July 1981
**NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES**
**HISTORIC PRESERVATION SECTION**
**INDIVIDUAL STRUCTURE SURVEY FORM**

**HISTORIC NAME:**
**LOCATION:** Route 9, west side between Butler and Bay Boulevard
**MUNICIPALITY:** Berkeley Township
**USGS QUAD:**
**OWNER/ADDRESS:** George S. Casagrande
720 Atlantic City Blvd.
Bayville, N.J. 08721

**COMMON NAME:**
**BLOCK/LOT:** 956/7
**COUNTY:** Ocean
**UTM REFERENCES:** Zone/Northing/Easting

**DESCRIPTION**
**Construction Date:** poss. late 18th c.
**Architect:**
**Style:**
**Number of Stories:** 2½
**Foundation:** low, poss. brick
**Exterior Wall Fabric:** clapboard
**Fenestration:** 3 bay
**Roof/Chimneys:** gable roof

**Source of Date:** style
**Builder:**
**Form/Plan Type:** rectangular

**Additional Architectural Description:**

Two 2 bay wings are found to the south. A screened porch with Doric columns runs across the facade. Windows are 1/1 and 6/6.
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure is located on the main road (Route 9) and is surrounded by modern commercial structures and a few 19th century structures.

SURROUNDING ENVIRONMENT:  Urban □  Suburban □  Scattered Buildings □
Open Space □  Woodland □  Residential □  Agricultural □  Village □
Industrial □  Downtown Commercial □  Highway Commercial □  Other □

SIGNIFICANCE:

The house is typical of late 18th / early 19th century architecture of the county, since it contains 6/6 windows, a clapboard exterior and side wings.

ORIGINAL USE: Residential
PRESENT USE: Residential

PHYSICAL CONDITION: Excellent □  Good □  Poor □  Fair □
REGISTER ELIGIBILITY: Yes □  Possible □  No □  Part of District □
THREATS TO SITE: Roads □  Development □  Zoning □  Deterioration □
No Threat □  Other □

COMMENTS:

REFERENCES:

RECORDED BY: M. May  DATE: July 1981
ORGANIZATION: Heritage Studies
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<thead>
<tr>
<th>HISTORIC NAME:</th>
<th>87 Hickory Lane</th>
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<tr>
<td>LOCATION:</td>
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<tr>
<td>MUNICIPALITY:</td>
<td>Common Name: 939/19</td>
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<td>USGS QUAD:</td>
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<td>UTM REFERENCES: Zone/Northing/Easting</td>
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</tbody>
</table>

**DESCRIPTION**

Construction Date: mid-19th c.  
Source of Date: style

Architect:  
Builder:  

Style:  
Form/Plan Type: rectangular

Number of Stories: 2½  
Foundation: low, brick  
Exterior Wall Fabric: asbestos siding

Fenestration: 4 bay  
Roof/Chimneys: gable roof / 2 chimneys

Additional Architectural Description:

Windows are 6/6. A molded cornice with modillions runs across the facade. Panelled end pilasters are also located on the facade. The facade is altered by an enclosed porch.
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure is partially hidden from the road by shrubs and trees. One similar building is found nearby.

<table>
<thead>
<tr>
<th>SURROUNDING ENVIRONMENT:</th>
<th>Urban □</th>
<th>Suburban □</th>
<th>Scattered Buildings [✓]</th>
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<tr>
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<td>Residential □</td>
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<td>Industrial □</td>
<td>Downtown Commercial □</td>
<td>Highway Commercial □</td>
<td>Other □</td>
</tr>
</tbody>
</table>

SIGNIFICANCE:

The house is typical of structures built in the area during the first half of the 19th century. Unusual features include its modillion cornice and panelled end wall pilasters.

<table>
<thead>
<tr>
<th>ORIGINAL USE:</th>
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<tr>
<td>PRESENT USE:</td>
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<td>PHYSICAL CONDITION:</td>
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<td>REGISTER ELIGIBILITY:</td>
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<td>Roads □</td>
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<tr>
<td>CONFIGURATIONS:</td>
<td>No Threat [✓]</td>
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REFERENCES:

RECORDED BY: M. May
ORGANIZATION: Heritage Studies
DATE: July 1981
**NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES**
**HISTORIC PRESERVATION SECTION**
**INDIVIDUAL STRUCTURE SURVEY FORM**

<table>
<thead>
<tr>
<th><strong>HISTORIC NAME:</strong></th>
<th>104 Hickory Lane</th>
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</thead>
<tbody>
<tr>
<td><strong>LOCATION:</strong></td>
<td>104 Hickory Lane</td>
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<tr>
<td><strong>MUNICIPALITY:</strong></td>
<td>Berkeley Township</td>
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<tr>
<td><strong>USGS QUAD:</strong></td>
<td></td>
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<tr>
<td><strong>OWNER/ADDRESS:</strong></td>
<td>Robert Britton</td>
</tr>
<tr>
<td></td>
<td>104 Hickory Lane</td>
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<tr>
<td></td>
<td>Bayville, N.J. 08721</td>
</tr>
</tbody>
</table>

| **COMMON NAME:**  |                    |
| **BLOCK/LOT:**    | 858/40             |
| **COUNTY:**       | Ocean              |
| **UTM REFERENCES:** | Zone/Northing/Easting |

**DESCRIPTION**
- **Construction Date:** poss. mid-18th c.
- **Style:**
- **Number of Stories:** 2½
- **Foundation:**
- **Exterior Wall Fabric:** painted shingle exterior
- **Fenestration:** 4 bay
- **Roof/Chimneys:** gable roof with returns / 2 chimneys

**Additional Architectural Description:**

Windows are 6/6. A screened porch runs across the facade.
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure is located near the road and is surrounded by woodland. A similar house is found nearby.

SURROUNDING ENVIRONMENT: Urban ☐ Suburban ☐ Scattered Buildings ☑
Open Space ☐ Woodland ☑ Residential ☐ Agricultural ☐ Village ☐
Industrial ☐ Downtown Commerical ☐ Highway Commercial ☐ Other ☐

SIGNIFICANCE:

The structure is a good example of late 18th / early 19th century construction in Ocean County. The house has remained relatively unchanged.

ORIGINAL USE: Residential
PHYSICAL CONDITION: Excellent ☐ Good ☑
REGISTER ELIGIBILITY: Yes ☑ Possible ☐
THREATS TO SITE: Roads ☐ Development ☐
No Threat ☑ Other ☐
COMMENTS:

PRESENT USE: Residential
Fair ☐ Poor ☐
No ☑ Part of District ☐
Zoning ☐ Deterioration ☐

REFERENCES:

RECORDED BY: M. May
ORGANIZATION: Heritage Studies
DATE: July 1981
NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES
HISTORIC PRESERVATION SECTION
INDIVIDUAL STRUCTURE SURVEY FORM

HISTORIC NAME: The Royal Pines Hotel
LOCATION: Lakeview Drive
MUNICIPALITY: Berkeley Township
USGS QUAD: Seabrook Center Association
OWNER/ADDRESS: Chas. Bic, 160 Broadway
New York, New York 10038

COMMON NAME: BayView Convalescent Home
BLOCK/LOT: 409/1
COUNTY: Ocean
UTM REFERENCES: Zone/Northing/Easting

DESCRIPTION
Construction Date:
Source of Date:
Architect: W. Oltar-Jevsky
Builder:
Style: vernacular Art Deco with Byzantine, Spanish Revival elements
Form/Plan Type: pavilion plan with central entrance
Number of Stories: 7
Foundation:
Exterior Wall Fabric: stucco, originally brick
Fenestration: 14 bays
Roof/Chimneys: parapet
Additional Architectural Description:
The hotel is connected to a Lakeside pavilion by an elevated pedestrian walkway decorated with medallions depicting scenes of the nearby buildings, sea and pine forest. The hotel contains a pyramidal roof atop its main mass andobelisks which rest on urns that mark the corners of the facade. Five multi-story pilasters, alternately twisted and plain, mark the hotel's center section. End pavilions are decorated with elaborate broken pediments and urn designs. Spanish-style grilles and some balconies are found along the windows. The lakeside pavilion contains a Spanish tile roof, roofline windows, large Byzantine arches and stucco blind staircases which lead to the lake's shore.

PHOTO Negative File No. 1505-9

Map (Indicate North)
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The hotel is sited overlooking Crystal Lake (now a stagnant pond) and, beyond that, a long views from Central Avenue.

SURROUNDING ENVIRONMENT:  Urban  [X]  Suburban  [ ]  Scattered Buildings  [ ]
Open Space  [ ]  Woodland  [X]  Residential  [X]  Agricultural  [ ]  Village  [ ]
Industrial  [ ]  Downtown Commercial  [ ]  Highway Commercial  [ ]  Other  [ ]

SIGNIFICANCE:

The Royal Pines Hotel, designed by a Russian architect, was part of a large planned community organized in the 1920s. (Formerly the area had been part of an 1880s development known as Barnegat Park, planned as a summer, winter resort by a group of Civil War Army and Navy officers). The new "dream city", known as Pinewald, was referred to as a new type of residential, recreational city-of-the-sea and pines. Several structures were built by the developers including a pavilion (next to Crystal Lake) and a bayside pier, used as a podium for Sangor's sales pitch to prospective buyers. The hotel, built at a cost of $1,175,000 was designed for the upper class and contained a supper club, roof garden, solarium and tennis courts. Plans called for the construction of an administration building, community center, golf course, stores, garage, playgrounds and game preserve. Over 8,000 lots were sold in Pinewald in its short life span. At the end of the 1920s, bankruptcy and rumored corruption are said to have caused the downfall of the development. Later in the century, a fire destroyed most of the structures.

ORIGINAL USE:  Hotel
PHYSICAL CONDITION:  Excellent  [X]  Good  [ ]  Fair  [ ]  Poor  [ ]
REGISTER ELIGIBILITY:  Yes  [X]  Possible  [ ]  No  [ ]  Part of District  [ ]
THREATS TO SITE:  Roads  [X]  Development  [ ]  Zoning  [ ]  Deterioration  [ ]
No Threat  [X]  Other  [ ]

COMMENTS:

REFERENCES:

Berkeley Township - The First 100 Years. The Berkeley Centennial Commission, 1975.

RECORDED BY:  M. May
ORGANIZATION:  Heritage Studies
DATE:  July 1981
NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES
HISTORIC PRESERVATION SECTION
INDIVIDUAL STRUCTURE SURVEY FORM
HISTORIC SITES INVENTORY NO. 1505-10

HISTORIC NAME: 417 Wheaton
LOCATION: Berkeley Township
MUNICIPALITY: Berkeley Township
USGS QUAD: Owner/Address:
COMMON NAME: Block/Lot
COUNTY: Ocean
UTM REFERENCES: Zone/Northing/Easting

DESCRIPTION
Construction Date: early 20th c.  
Source of Date: style
Architect:
Builder:
Style: vernacular / Tudor  
Form/Plan Type: rectangular
Number of Stories: 2½
Foundation: low, stucco
Exterior Wall Fabric: stucco / half timber
Fenestration:
Roof/Chimneys: parapet, shed roof with cross gables across the facade
Additional Architectural Description:

Windows are singled and paired 6/1. The first floor has multi-paned commercial windows with fanlights. A corner entrance and 2 facade entrances have 15 paneled glass doors, and stylized pointed arches above.

PHOTO Negative File No. 1505-10
Map (Indicate North)

WHEATON AVE
CENTRAL PARKWAY
SITTING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure is located close to the road and is surrounded by woods.

SURROUNDING ENVIRONMENT: Urban ☐ Suburban ☐ Scattered Buildings ☒ Open Space ☐ Woodland ☒ Residential ☐ Agricultural ☐ Village ☐ Industrial ☐ Downtown Commercial ☐ Highway Commercial ☐ Other ☐

SIGNIFICANCE:

The structure is one of the few remaining buildings built in the early 20th century as part of the Pinewald development. It is similar to commercial structures built in Lakewood at this time.

ORIGINAL USE: Commercial
PHYSICAL CONDITION: Excellent ☐ Good ☒ Fair ☐ Poor ☐
REGISTER ELIGIBILITY: Yes ☐ Possible ☐ No ☒ Part of District ☐
THREATS TO SITE: Roads ☐ Development ☒ Zoning ☐ Deterioration ☐
No Threat ☒ Other ☐
COMMENTS:

REFERENCES:

RECORDED BY: M. May
ORGANIZATION: Heritage Studies
DATE: July 1981
NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES
HISTORIC PRESERVATION SECTION
INDIVIDUAL STRUCTURE SURVEY FORM

HISTORIC NAME: Old Homestead
LOCATION: Harbor Inn Road
MUNICIPALITY: Berkeley Township
USGS QUAD: OWNER/ADDRESS:

HISTORIC SITES INVENTORY NO. 1505-11
COMMON NAME: 1632/19
BLOCK/LOT: COUNTY: Ocean
UTM REFERENCES: Zone/Northing/Easting

DESCRIPTION
Construction Date: c.1870
Architect:
Style:
Number of Stories: 2½
Foundation: stone
Exterior Wall Fabric: clapboard
Fenestration: 5 bay
Roof/Chimneys: Dutch mansard roof

Additional Architectural Description:

A 2 bay east wing has a parapet roof. Windows are 2/2. The mansard ends have fishscale shingled peaks. A bracketed cornice is found across the facade. The building has been altered by an enclosed porch.

PHOTO Negative File No. 1505-11

Map (Indicate North)
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure located at the northwest corner of Neary and Harbor Inn roads, faces Cedar Creek. Twentieth century structures are found in the adjacent area.

SURROUNDING ENVIRONMENT:  Urban □  Suburban □  Scattered Buildings [X]
Open Space □  Woodland □  Residential □  Agricultural □  Village □
Industrial □  Downtown Commerical □  Highway Commercial □  Other □

SIGNIFICANCE:

The building is one of the few examples of French second Empire style in the township. The size of this structure indicates that it may have served as an inn at one time. Old photographs show the structure prior to the enclosure of the porch and other additions.

ORIGINAL USE: Residential
PRESENT USE: Residential
PHYSICAL CONDITION: Excellent □  Good [X]  Fair □  Poor □
REGISTER ELIGIBILITY: Yes □  Possible [ ]  No [X]  Part of District □
THREATS TO SITE: Roads □  Development □  Zoning □  Deterioration □
No Threat □  Other □

COMMENTS:

REFERENCES:

RECORDED BY: M. May
ORGANIZATION: Heritage Studies
DATE: July 1981
NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES
HISTORIC PRESERVATION SECTION
INDIVIDUAL STRUCTURE SURVEY FORM

| HISTORIC NAME: | Grant House |
| LOCATION: | Harbor Inn Road |
| MUNICIPALITY: | Berkeley Township |
| USGS QUAD: | Lois Horne |
| OWNER/ADDRESS: | 184 Sullivan Street |
| | New York, New York 10012 |

| COMMON NAME: | 1666/14 |
| BLOCK/LOT: | 1505-12 |
| COUNTY: | Ocean |
| UTM REFERENCES: | Zone/Northing/Easting |

### DESCRIPTION

**Construction Date:** early 19th c.

**Architect:**

**Style:**

**Number of Stories:** 1½

**Foundation:** brick, low

**Exterior Wall Fabric:** clapboard

**Fenestration:** 5 bay

**Roof/Chimneys:** gable roof / 2 chimneys

**Additional Architectural Description:**

This small cottage has 2 front entrances on the main section and 2 flanking side wings. Windows are 6/9. Modern gable peak windows have been installed. An enclosed porch has been added to the facade.

PHOTO  Negative File No.  1505-12

Map (Indicate North)
SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The building is located on a small road which runs parallel to Cedar Creek. More modern structures are found in the area. The house faces the creek and is set far off the road on a large lot.

SURROUNDING ENVIRONMENT: Urban □ Suburban □ Scattered Buildings ☑
Open Space □ Woodland □ Residential □ Agricultural □ Village □
Industrial □ Downtown Commercial □ Highway Commercial □ Other □

SIGNIFICANCE:

The structure is one of the few houses remaining from the early 19th century. This house, unlike most in the area is 1½ stories high and contains an unusual two room plan with side wings. It is known to have belonged to the Grant family. Members of the family are listed on the 1872 Beers map as "mariners" of Bayville.

ORIGINAL USE: Residential PRESENT USE: Residential
PHYSICAL CONDITION: Excellent ☑ Good □ Fair □ Poor □
REGISTER ELIGIBILITY: Yes □ Possible ○ No ☑ Part of District □
THREATS TO SITE: Roads □ Development □ Zoning □ Deterioration □
No Threat ☑ Other □

COMMENTS:

REFERENCES:


RECORDED BY: M. May ORGANIZATION: Heritage Studies DATE: July 1981
154 Mill Creek Road

2 story, 2 bay, clapboard exterior, gable roof, late 19th century. The structure is typical of housing built at this time in the area. It is L-shaped in plan and contains 2/2 windows.

222 Mill Creek Road

2½ story, 3 bay, clapboard and German siding, double gable roof, late 19th century. Windows are 2/2 with panelled shutters. An enclosed front porch runs across the facade.
Turnpike House / Ocean Gate Turnpike

2 story, 4 bay, aluminum siding, gable roof. Extensively altered. The structure was once a stagecoach stop on the road from Freehold to Tuckerton.

Bayville School / Route 9

1 story, 5 bay, brick, gable roof, circa 1929. Colonial Revival style. This early 20th century school contains continuous 6-group windows, returns, lunette windows, gabled cupola and a central door with broken pediment. Similar schools are found in Lavallette and Brick Township.
Cabins / Route 9 - next to Bayville School

A handful of small 1 story, 3 bay clapboard and asphalt shingled tourist cabins can be found along the highway in a cluster of pine trees. Such structures were common in the early 20th century when Route 9 was the major north-south highway through the area.

$2\frac{1}{2}$ story, 3 bay clapboard with shingled peak, gabled roof office is found alongside the cabins. The building has a cast cement foundation and a center door.
1505-L6

Renault Bottle / Route 9

The Renault wine bottle along Route 9 has stood for over 53 years advertising the nearby bar. The bottle, built of cement stands 25 feet and has recently been re-painted.

1505-L7

Rogers Cemetery / Bell Street

Approximately 16 gravestones can be found in this early family cemetery. Stones date from 1816 to 1861. The graveyard, maintained by the local historical society is now surrounded by a modern housing development.
Northwest corner of Seabright and Beach Place

2 story, 3 bay, natural wood shingle exterior, hipped roof, early 20th century. Although altered by modern additions and an enclosed porch, the structure is still one of the most unusual 20th century beach houses in the area. Multi-paned windows, a cupola, and exposed rafter tails can be found.

Potter House - Sugar Hill / 640 Route 9

2½ story, 4 bay, asbestos siding, gable roof, late 19th century. L-plan in design, the house has 2/2 windows and a front porch with Doric columns. The structure is typical of late 19th century construction of Ocean County.
Dinosaur / Route 9

A 10 foot high, 20 foot long statue of a dinosaur is located on Route 9 in Bayville. Believed to be 60 years old, the dinosaur was first placed here in the 1920s. It was made of wood and papier-maché and later reinforced with steel and concrete. Recently the head of the dinosaur was removed by an automobile accident.

Buckley Lane and Route 9

2½ story, 2 bay, German siding and painted shingle exterior, possible late 18th century. A 1½ story, 2 bay east wing has eyebrow windows. An enclosed porch runs across the facade.
Route 9 (west side between Butler and Bay)

2½ story, 3 bay, clapboard, cross gable roof, late 19th century. A side-hall door and 2/2 windows are found on the facade. Curvilinear vergeboard is located in the gabled peaks.

Cabins / Route 9

1 story, 3 bay, asbestos siding, hipped roof, early 20th century. A group of small cabins is one of many found in the township along Route 9. These early 20th century structures served the needs of travelers and vacationers who used the main road along the shore.
2½ story, 4 bay, natural wood shingle exterior, gable roof, mid 19th century. An off-center door has a gabled portico with Doric columns. Windows are 2/1 and 1/1.

Route 9 (across from H. Worth)

2 story, 2/3 bay, asbestos siding, gable roof. An enclosed porch runs across the facade. Windows are 2/2. The door is centered. The house is typical of vernacular center door plan structures built throughout the 19th century.
1505-L16

828 Route 9

2-story, 3 bay, asbestos siding, gable roof, possible mid-19th century. Windows are 6/6. An enclosed front porch has altered the structure.

1505-L17

830 Route 9

2 1/2 story, 3 bay, asbestos siding, gable roof, late 19th century. This L-plan structure has pointed arch attic lights and an enclosed front porch.
Cabins / Route 9

A handful of small 1 story, 3 bay cabins with cross gabled roofs, rake-board trim and enclosed porches are scattered along Route 9. These structures were common to the area in the early 20th century and were used by tourists and travellers.

437 Wheaton Avenue

2½ story, 4 bay, stucco exterior, hipped roof, early 20th century. Four doors are found on the facade. Windows are 6/1 and are single or paired. There is one hipped roof dormer.
Wheaton Avenue (across from Central Boulevard)

2 story, 4 bay, stucco exterior, parapet roof with front shed roof supported by brackets, turn of the century. A paired recessed entrance is centered. Windows are 1/1 and are paired, tripartite or single.

376 Central Boulevard

2½ story, 3 bay, asbestos siding, hip roof with gables, late 19th century. A twin to #374, the structure employs 2/2 windows and multi-paned attic lights. A rear extension has been added.
374 Central Boulevard

2½ story, 3 bay, asbestos siding, hip roof with gables, late 19th century. This L-plan house has 2/2 windows and an enclosed front porch.

24 Butler Boulevard

2½ story, 5 bay, asbestos siding, gable roof, mid-19th century. A 2 story open front porch has been added. Windows are 2/2.
30 Butler Boulevard

2½ story, 3 bay, clapboard exterior, gable roof, mid-19th century. The door is centered and windows are 2/2.

39 Butler Boulevard

2½ story, 5 bay, asbestos siding, gable roof, possible mid-19th century. A molded cornice runs around the perimeter of the building. Windows are 6/6. A screened porch is found across the facade. The structure is typical of houses built in the second half of the 19th century in the region.
175 Harbor Inn Road

2½ story, 2 bay, clapboard and decorative shingle exterior, gable roof with full returns. Queen Anne late 19th century. A variety of windows can be found including 8/1, 1/1, Queen Anne and shed dormers. The structure has numerous rear wings and an enclosed front porch.
ISLAND BEACH STATE PARK

Island Beach State Park, known as Nine Mile Beach by local residents, is 2,694 acres of natural wildlife preserve located at the southern end of Barnegat Peninsula. Purchased by the state in 1953, the park provides recreation and natural beauty for the people of New Jersey. Today, Island Beach remains one of the few undeveloped barrier beaches along the North Atlantic Coast. Here are located dunes, vegetation and animal life that have remained largely untouched for centuries. However, the area is not completely resistant to change. Over the years, hurricane and other storms have reshaped the land, as did a storm in 1812 which closed Cranberry Inlet, north of the present park. This inlet once served as the northern boundary of the island and as an important shipping lane in the 18th and early 19th centuries. Other storms have changed the shape of Island Beach, including the storm of 1935, which broke an inlet through the barrier beach. Soon after, the inlet was filled by man. Natural forces have also threatened Barnegat Inlet, located at the southern tip of the island. The longshore current which draws sand into the inlet is a constant threat to its use as a passage to the bay. Currently dredging is being used to alleviate the problem.

The lack of transportation to Island Beach has caused the area to remain relatively unsettled. Indians and whalers are known to have visited the island in the 17th and 18th centuries. The whalers may have been the first to build shanties along the beach, however no record of their settlement exists. Little is known of Island Beach's 18th century history, but two farms owned by the Hering and Phillips families— are known to have existed. Both Hering and Phillips raised livestock and farmed the cranberry bogs on the island. The Phillips farm was located at the northern end of Island Beach.
Phillips later sold land for the first Life Saving Station, known as Phillips Station. This structure stood until the late 19th century.

In 1815, Hering opened a hotel which was used as a retreat for those interested in hunting and fishing. This hotel is said to have contained twenty rooms and a large dancefloor on the first floor for entertainment. About fifty years later the Reed Hotel was built: also as a fishing and hunting resort. The structure stood until the early years of the 20th century and like the Hering hotel was surrounded by a working farm, since the shipment of food to the island was difficult and expensive.

Not until the establishment of life saving stations were other activities besides hunting, fishing and farming evident. The Life Saving Service, which was established for the rescue of distressed ships, first built stations along the New Jersey coast in 1849, following a series of tragic shipwrecks. Crews and passengers were rescued by the use of small rowing boats or "surfboats", as described below:

"A harpoon with a lightline attached was fired over the ship from a cannon. The crew would then grasp hold of the line and use it to pull on board a heavy car-like object. This line was made taut and secured to the ship. Men were then transported from the ship to shore by means of a surf-car or a breeches buoy."

Evidence of a breeches buoy still exist today along the shore, as does a Life Saving Station c. 1898. The building, Life Saving Station No. 14 is in excellent condition and is listed on the National Register of Historic Places.

Once the Life Saving Station was established, speculators began to envision a town on Island Beach. Cottage City, the dream of a New York Realty Company, was planned to be a beach resort. In its advertising brochure, the Company stated the advantages of the area, including its new Life Saving Station.
and Reed's Hotel, which could accommodate 30 guests. Their offer included "a 25' X 100' lot at Cottage City, with all streets graded and gravelled for $200.00, $400.00 for intermediate lots, and $600.00 for a lot facing the ocean or bay." The city's streets were also planned as seen in the brochure which labelled the entrance to Reed's Hotel as New Jersey Avenue. Cottage City was to be located within traveling distance of the railroad station at Seaside Park. Today no record of Cottage City exists, and it is unlikely that a single cottage was ever built.

Despite the failure of Cottage City, the population of the area grew somewhat at the turn of the century as squatters took up residence in shanties built along the shoreline. These squatters were to help man the new seaweed industry, which took root in Island Beach around 1910. "The seaweed was gathered in flat bottom boats and brought to shore where it was hung on racks and dried at which time crabs and shrimp, which would often be attached, were taken out. After drying, the seaweed would be used as furniture stuffing and shipped by trunk off the island." 

In 1926, Henry Phipps, a former partner of Andrew Carnegie, revived the dream of developing a beach resort in the area by purchasing Island Beach from a group of Monmouth County investors. Unlike Cottage City, Phipps resort was planned with large expensive homes for the upper class. Three sample homes were built, including what came to be known as the Ocean, Bay and Freeman houses. The Ocean House is now used as the summer home of the Governor of New Jersey. The crash of 1929 destroyed Phipps' dream and stopped the construction of more homes. Phipps died a few months later, but the Barnegat Bay Beach Company was formed to manage the estate under the direction of Francis Freeman. Unlike others who dreamed of a new community, Freeman was determined to see Island Beach's natural beauty preserved. Freeman therefore
ran a tight ship, allowing only the most sensitive citizens to visit the area. For the visitors and tenants of Island Beach, "no berry picking, dune destruction, littering, and reckless plundering of natural resources" was to be tolerated. The area was leased to one-time squatters who then paid an annual fee of $1.00 to the Phipps estate. The area was also used by day visitors for hunting, fishing and solitude. Little development occurred on the property until the 1940's. Few roads were built on the island and buggies were needed to gain access. Plans to "improve" Island Beach were constantly a threat to its natural beauty. In 1929 the Barnegat Bay and Beach Company planned to connect the island by bridge to Long Beach, but to no avail. Another potential threat to the island was an airport proposed in 1934.

Other problems occurred due to Island Beach's location in three different townships to eliminate the problem of conflicting political power over the area, Island Beach became a borough in 1933 with Mr. Freeman serving as mayor, fire chief, police chief and president of the board of education. Island Beach remained a borough until 1954 when the state gained title to the property.

In the 1940's the War Department took over the island, temporarily displacing its tenants. During the Second World War, the area was a restricted base where missiles were tested, including the first supersonic ramjet. A paved road was necessary for military purposes, so in 1942 a road running the length of the Phipps estate was constructed. In 1945 the first aerial spray of DDT was conducted on the property, however it was discontinued due to destruction of wildlife.

Today the state has provided parking, bathing and walking areas for the thousands who visit Island Beach annually. Other areas of the park are restricted to prevent damage to dunes, plant and animal life in order to maintain the island's natural resources and beauty.
Little of the 18th, 19th and early 20th centuries development remain. Five structures of the Phipp's era, the Life Saving Station and a deteriorated army shed are among the few reminders of early times. However one function, that of the fisherman, hunter and squatter, has lived on. Shanties have been located on Island Beach as long as anyone can remember.

Kobbe in 1889 stated that 'little can be found along the shore but sailor's and fisherman's shanties. Built of driftwood and other materials found along the beach, the shanties were originally inhabited by squatters. The shanties, now mainly summer retreats, were constantly rebuilt with many additions. Most shanties are one or two rooms, heated and electrified by gas and constructed on beached boats or on piers. Small windows, low ceilings and porches are common to all the structures. Tar, shingle and driftwood are the major elements of construction. These primitive huts can still be found along the bay or ocean front and many must be reached by four-wheel vehicles.'

In 1947, there were 70 shanties located in Island Beach; today only 14 exist and eventually all will be destroyed. The structures are leased to tenants who had owned the shanty prior to the state's purchase; however with the death of the tenant or the nullification of the lease, the shanties are demolished. Soon, any evidence of Island Beach's early history will be lost.
Footnotes

1. Island Beach State Park, "History of Island Beach." p.4. (typewritten.)
4. Ibid.
5. Life Saving Station #10, National Register Nomination by the staff of the New Jersey Historic Preservation Office, Trenton, New Jersey, 1976.
6. Ibid.

Bibliography

Berkeley Township Centennial Commission, "The First 100 Years." 1975.
Island Beach State Park, "History of Island Beach." (typewritten.)
Miller, Pauline S. Ocean County Cultural and Heritage Commission, Toms River, New Jersey. Interview, September 1980.
Burger / Breezy Point / Lease #52

This large 40 year old shanty is located at the mouth of Barnegat Inlet on a high sand dune. Numerous additions have been built alongside the original structure.

Erath / Lease #24

The Erath lease is approximately 50 years old and has been occupied by the current owner since 1942. This natural wood shingled structure is 1 1/2 stories high and contains exposed interior beams. It is situated in between the Atlantic Ocean and Barnegat Bay.
Bentz / Lease #74

1 story, 6 bay, clapboard exterior, gable roof. The T-shaped structure is found along the oceanfront and is typical of more recent shanties.

Hartshorne / Lease #65

1 story, 2 bay, natural wood shingle exterior with gable roof. This shanty is one of the oldest remaining structures in the park. Unlike most shanties, this building has a pitched roof and decorative elements including north window hoods with brackets. The structure is located at the edge of the beach in the northern section of the park.
Johnson / Lease #41

This 1 story, 3 bay structure is typical of shanties built along the bay and shore during the late 19th and 20th centuries, since it employs boats in its construction. Probably built in the 1940s, the shanty contains 2 old garveys used as its base.

Gatehouse

1 story, 5 bay, clapboard exterior, gable roof with flare. An open front porch has square posts. Windows are 6/6. The structure was the caretaker's cottage during the Phipps' ownership.
1510-L33

Aeolium Visitor Center

1 story, 3 bay, clapboard exterior, gable roof, early 20th century. A cupola with a birdhouse is centered on the roof. Windows are 6/6. The structure was originally the carriage house during the Phipps' ownership.

1510-L34

Governor's Mansion

10 bay, 2 story, natural wood shingle, c. early 1930s. This cottage was built for Henry C. Phipps, the Pittsburgh steel magnate who purchased the island in 1926. In recent years the cottage has been the summer vacation home of New Jersey Governors and notable dignitaries have stayed here.
Forked River Coast Guard Station No. 112

5 bay, 2½ story building, standing on a high concrete foundation. This building was constructed around 1932 as a Coast Guard Station and is presently being used as a marine laboratory. Located nearby is a 1929 look-out tower. Most interesting, there is a breeches buoy training post located on the sand dunes behind the station house. This cross-shaped post was to resemble a ship's mast and was used by the life-saving crew to practice firing whiplines out to a distressed ship. This training post may be the only one of its kind remaining along the Jersey coast. More research is needed to determine if this is accurate.
United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

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

1. Name

historic
UNITED STATES LIFE SAVING STATION NO. 14

and/or common

2. Location

street & number
ISLAND BEACH STATE PARK

not for publication

city, town
BERKELEY TOWNSHIP

vicinity of

congressional district
2nd

state
Ocean

code
34

county
Ocean

code
029

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4. Owner of Property

name
STATE OF NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION

street & number
LABOR AND INDUSTRY BUILDING

5. Location of Legal Description

courthouse, registry of deeds, etc.
OCEAN COUNTY COURTHOUSE

street & number
WASHINGTON STREET

city, town
TRENTON

vicinity of
state
NEW JERSEY

6. Representation in Existing Surveys

title
NEW JERSEY HISTORIC SITES INVENTORY

has this property been determined eligible? yes no

date
1976

depository for survey records
LABOR AND INDUSTRY BUILDING

TRENTON

NEW JERSEY
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Describe the present and original (if known) physical appearance

U.S. Life Saving Station No. 14 is a 1½ story shingle style building of simple character with an "L" shape plan. It is entered on the north side in the approximate center. The north side is the long portion of the "L". The western portion of the building is formed by a service area, under a pitched roof. The service area is appended to the east side of the boathouse, so as to form a building with a continuous northern facade, in which the boathouse extends approximately 17 feet to the rear. The hip roof of the boathouse connects with the roof of the service area at an angle of 90°. The service area roof extends eastward, terminating in a gable at the east end of the building.

The eastern 2/3 of the service area extends forward (northward) approximately 10 feet in a wide gabled pavilion. At one time this contained the main entrance to the building. There is also an appended octagonal, 4 story, stair tower whose base is formed in the right angle where the frontal pavilion and the main north facade come together.

There is also a small sun room porch appended to the rear of the service area, and a small shed appended to the west side of the boathouse.

The present entrance is just west of the tower. A single vestibule with a large closet behind. The vestibule has a door which leads west to the boathouse, and another door which leads east to a corridor which provides access to the service area. Moving eastward from the entrance, the corridor first provides access to the octagonal stair tower. It also provides access to a paint room, to the rear. Continuing eastward it provides access to the aforementioned frontal pavilion, which contains a lunchroom on the east side, and a storage room on the west. This storage room, once the entrance, was an open corner porch with 3 wood doric columns. Behind the Lunchroom is a kitchen. There are also several closets and bathrooms.

The garret above the service area contains several storage rooms and a bathroom. The area above the boathouse is a simple loft. This area is lit by a dormer with a heavy colonial revival pediment and shutters. This dormer occurs in the north side of the roof, just west of the present entrance door.

Although the stair tower is set at the right angle intersection of the frontal pavilion and the main facade, the bulk of the tower proper is actually set to the rear above the service area. So only 3 of the towers 8 sides register on the ground floor. In effect the tower presents a 3 sided projection filling in the aforementioned right angle. The middle side (of the 3) which cuts across at 45 degrees, has a ground floor level window. The second floor level of the stair tower, (which presents most of its 8 sides) has a small window in the north side, which actually occurs at the 1½ story level. The 3rd floor, in which all 8 sides register, has a window above the aforementioned ground floor window. The 4th floor of the tower has an observation room with 8 windows, one on each wall. The 5th floor repeats this pattern. The windows, which are relatively small, with one small square pane each, are set between an upper and lower molding strip. The tower is surmounted by an octagonal conical roof, of 45 degree pitch. The tower tapers slightly from the third floor level upward. The 5th floor level was a later addition to the tower.
The entire first floor of the building is surmounted (except for the tower) by a heavy cornice and frieze. The 2 gables are articulated as follows. The aforementioned cornice and frieze separate each from the ground story. Within each gable is set a pair of windows surmounted by a fanlight in the colonial revival mode. The pavilion front (ground floor) has 2 sets of triple windows, one of which lights the forward storage room, one of which lights the lunchroom. These windows are 6 over 1. Single 6 over 1 windows dominate the sides and rear of the building. At one time, the front of the boat house and 2 pairs of large vertical board doors. Today only one (on the west side) remains. It is approached by means of a shallow ramp.

The exterior is of flat bottom shingles of approximately 4 inch exposure. The fenestration is clearly articulated with thin boards and moldings.

The life saving station is set on the beach, just inshore of the dunes. It has a small black top area in the front. The station retains its original setting with scrub, sand, dunes, and small windblown pines.
8. Significance

Specific dates 1898

Statement of Significance (in one paragraph)

The Jersey Coast, the lee shore to Atlantic gales and a major shipping route to New York, was a likely place for the Federal Government to start a rescue establishment for wrecked and foundering ships. The United States Life Saving Service built a series of life saving stations along the Jersey Coast. Of these Station 14 is one of the best preserved, not only in itself but in its setting. As clipper ships, and schooners gave way to more reliable power vessels, life saving stations became less and less necessary. Ultimately they were abandoned. Station 14 is uniquely a product of an era of sailing ship commerce and transport. As such it stands as a vividly evocative reminder of this much romanticized epoch.

Moreover, the shingled exterior, the picturesque composition, and the colonial details, mark Station 14 as an example of the shingle style of architecture. Indeed, the building's simplicity, the colonial aspiration, together with the seashore setting, constitute a lesson in architectural history. They illustrate the glorification of the seaside, and the yearning for the old, which was in many ways responsible for the style's development and popularity.

On August 14, 1848, Congress authorized the expenditure of $10,000, for the purpose of providing "surfboats, rockets and caronades, and other necessary apparatus for the better protection of life and property from shipwrecks" on the New Jersey coast "between Sandy Hook and Little Egg Harbor."

But this proved to be inadequate. Realizing that the embryonic system of stations needed to be expanded, on March 3, 1849, authorization was given by Congress to extend coverage the full length of the Jersey coast and on Long Island as well.

A series of serious shipwrecks in 1854 pointed to the need for additional stations on both coasts. Congress again acted on August 3, 1854, to provide the necessary funding.

In April 1871, funds were provided to build new station houses in New Jersey at 12 designated new sites and to refurbish the existing 28 stations. The plan was to erect new two-story 42' X 18' houses at the new sites, and to modify the 14 1848 stations by raising their roofs 3½ feet and adding 12 feet to their length. The 14 remodeled 1855 stations were to retain their same height but were to have 9 feet added to their length. Contracts for stations at the new sites were bid and awarded to one builder, (Cottrell, Gallup and Company of Mystic, Conn.). Upon further consideration, and in the light of experiences with altering a few existing structures on Long Island, the modification plans were scrapped and, instead, new buildings were erected at most all of the existing old station sites. The old structures were disposed of, their parts often going into the new buildings.
The mid-1890s saw a further expansion of the Life Saving Service. A number of stations were replaced by larger buildings with observation towers. In 1898 Life Saving Station No. 14 was built by H.A. Tolbert of Barnegat from the "Jersey Pattern" designed by architect A.B. Bibb. Most stations were named for a nearby cove or point. But in this case there was no convenient land form for which the station could be named. So the station was simply known as Station No. 14. Life Saving Station 14 replaced an earlier station on the site.

From the observation tower a constant watch was kept for shipwrecks. Ship crews were rescued by the use of small rowing boats or "surfboats". Crews were also rescued by the following means. A harpoon with a light line attached was fired over the ship from a cannon. The crew would then grasp hold of the line and use it to pull on board a heavy line from the shore. This line was made taut and secured to the ship. Men were then transported from ship to shore by means of a surfcar or a breeches buoy. A surfcar was a covered boatlike vehicle which rode over the surf, suspended by pulleys from a line. A breeches buoy was an iron pair of trousers, suspended above the surf by ropes and pulleys, in which a man could sit and be pulled by an overhead line to the shore.

The station was initially manned during the stormy winter season by "surfmen" or "life savers". The station did not function during the summer. These life savers were hired because of their skills. Each year they signed an employment contract called the "Articles of Agreement" to work for the winter season. While under the terms of the contract, these rough, independent and generally uneducated men were subject to the leadership and discipline of the station Keeper, the Regulations, and to the guidance of Revenue Marine officers. These Revenue Marine officers were usually lieutenants and were referred to as Assistant Inspectors of the Life Saving Service. The Inspector, to whom they reported, was a Revenue Marine Captain whose office was in New York. He, in turn, reported directly to the General Superintendent.

In the late 19th century, many of the surfmen earned a living during the summer months at the fast growing beach resorts.

The introduction of a civil service employment program and the desirability of non-government jobs during the 1890s and 1900s dampened the enthusiasm of coastal residents for careers in the U.S. Life Saving Service. At that time, there was no civil service retirement. By 1900, the "stormy winter" season had expanded to 12 months, thus terminating the attractiveness of limited U.S. Life Saving Service employment during that "off-season". Eventually, job applications dropped off. The creation of the U.S. Coast Guard, in 1915, provided for retirement of the older men and a rejuvenation of the rescue system.
9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property ___1 (less than)___

Quadrangle name ________________________________

UMT References

\[ \begin{array}{ccc}
A & B \\
Zone & Easting & Northing \\
C & D & E \\
F & G & H
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Quadrangle scale ________________________________

Verbal boundary description and justification

Nominated property is bounded by the walls of the building.

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

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| state | code | county | code |

11. Form Prepared By

name/title NEW JERSEY HISTORIC SITES STAFF (UPDATED SUMMER 1981)

organization ________________________________
date ________________________________

street & number LABOR AND INDUSTRY BUILDING

telephone 609 292-2024

city or town TRENTON

state NEW JERSEY

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title COMMISSIONER, DEPARTMENT OF ENVIRONMENTAL PROTECTION
date MARCH 27, 1977

For HCIR use only

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

date

Keeper of the National Register

Attest:

Chief of Registration
United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

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

1. Name

historic __________ Double Trouble Historic District

and/or common __________ Double Trouble

2. Location

street & number __________ Keswick-Bamber Road

city, town __________ Berkeley Township

county __________ vicinity of ___ not for publication

state __________ New Jersey
code __________ county __________ Ocean
code __________

3. Classification

Category

× district __________ building(s) __________ structure __________ site __________ object

Ownership

× public __________ private __________ both

Status

× occupied __________ unoccupied __________ work in progress

Public Acquisition

Accessible

× in process __________ being considered __________ yes: restricted __________ yes: unrestricted __________ no

Present Use

× museum __________ commercial __________ park __________ educational __________ educational __________ entertainment __________ government __________ transportation __________ industrial __________ military __________ other:

4. Owner of Property

name __________ State of New Jersey: Bureau of Parks

street & number __________ Labor & Industry Building, John Fitch Way

city, town __________ Trenton

county __________ vicinity of ___ not for publication

state __________ New Jersey

code __________

5. Location of Legal Description

courthouse, registry of deeds, etc. __________ Labor & Industry Building

street & number __________ John Fitch Way

city, town __________ Trenton

county __________ vicinity of ___ not for publication

state __________ New Jersey

code __________

6. Representation in Existing Surveys

title __________ New Jersey Historic Sites Survey

has this property been determined eligible? __________ yes __________ no

date __________ 1977

depository for survey records __________ 109 West State Street

code __________ federal __________ state __________ county __________ local
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Describe the present and original (if known) physical appearance

Double Trouble Mill site has been in existence for well over two hundred years.

It is believed that Thomas Potter of Cedar Creek (Lanoka Harbor) built the first mill on lands owned by Anthony Sharp, a Dublin Irish woolen merchant, one of the Proprietors of the Province of East Jersey. Sharp never came to America; however, he was an investor in large land holdings in this country. Potter, himself a landowner, near Barnegat Bay, evidently built the mill, as a squatter, on Cedar Creek back in the densely forested pinelands west of the village of Cedar Creek.

The original mill, then later a second mill, produced straight cut water driven saw. In 1906 when the old mills burned and a new mill was built, a circular bladed saw, powered by a one cylinder gasoline engine, was put into operation.

The Double Trouble Historic District consists of the restored saw mill around which a village nucleus was established as early as 1866. The present buildings, the cranberry sorting house, four 'pickers' houses, the communal house and outside cook house, the General Store and forman's house were added after 1909. The one room school served an earlier community, probably built about 1892. The village is set upon relatively high ground between the Cowdy Bog and the Mill Pond Bog with the saw mill lying to the extreme southe end of the village along a stream. The land falls away just south of the mill where the land stretches out to other cranberry bogs. The bog area is terminated by the surrounding pine forests.

Rogers Road cuts through the village from the Keswick-Bamber Road to Lacey Road.

The buildings in the village are basically located around a circular drive- way off of Rogers Road. The houses and school being located on the road while the general store and cranberry sorting house is within the circle. The cranberry sorting and packing house, built in 1916 of sheet metal to retain forest fires, has a five bay pitched roof and a three bay front porch or platform used for loading. The building contains three Hayden Cranberry sorting machines, still in good operating use, which has a system of conveyor belts, bins, rollers to facilitate the manual sorting of berries.

The General Store, which adjoins the packing and sorting house on the south, is a one and a half story frontal gable frame structure (1900) with a stick style porch which has decorative struts and sub struts. A principal interior feature is the cast iron stove.

Across from the store are two outhouses, a salt storage shed (salt was spread on the vines in the summer to cut down weeds) and the Foreman's house a two story, two bay clapboard structure with a steep frontal gable and a front porch (which has fallen off). Windows are one over one plate glass such as in North of the foreman's house stands the one room school, the first building you pass when you enter the park. This is a tiny, gable roof, shingled (cedar) structure with a front door and a single window. There is also an iron stove and a brick chimney.
Double Trouble Historic District
Sawmill c.1906
Fall 1979
View: West

Double Trouble Historic District
School House
Fall 1979
View: East

Double Trouble Historic District
Bunkhouse
Fall 1979
View: Northeast
Double Trouble village, and the surrounding bogs, have survived without intrusion. The nucleus of buildings show every aspect of the cranberry production process. The surrounding workers cottages show most aspects of the day to day life of the individuals involved in the cranberry production process.

Double Trouble is an excellant representation of the historic cranberry industry in New Jersey.
8. Significance

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Specific dates Builder/Architect

Statement of Significance (in one paragraph)

The unique name of Double Trouble has its origins from Thomas Potter, the squatter, who built the mill before 1765. The John Lawrence Survey map shows a mill at that location on that date. Potter was a pious man, having founded the Univerlist Church in America. When his mill hand came and told him that a spring freshet, the sudden rise of a stream after a heavy rain, had washed out the mill dam for the second time in so many day, Potter, instead of swearing, is credited with saying "now we have double trouble". The name stuck and thus the site has been known for over two hundred years. There is a later version, that muskrats ate away the dam, and they might have at some later date during the history of the mill, but the story of the 'freshet' destroying the dam is the most credible.

The mill site began to expand to two mills after William Giberson purchased the mill and several adjoining acres of land in 1832. The fine red and white cedar, maples and oaks which grew in abundance in the pineland forest kept the saw mills humming to supply lumber for the expanding shipping and housing. The first houses built in Long Branch were built of lumber from the Double Trouble Saw mills. Much of the pine wood was used to make charcoal. Thomas Hooper had as many as 100 charcoal pits burning at one time, in the 1860's.

The Gowyd Bog, located east of the village, became the first cranberry bog to be built. The old bog ore dug near the creek left pits which were suitable to raise cultivated cranberries. Subsequently five bogs were built, the Upper Hooper and Lower Hooper, the Sweatwater and New Guinea were added east of the village. The 125 acre Mill Creek Bog lays to the west of the village.

During the ownership of the Giberson's, father William then Captain George W. Giberson, a village sprang up around the mills to house the workers for the mills and seasonal workers for the bogs. The village buildings were improved and added to when Edward Crabbe bought the mill site in 1900. He added more land, then formed the Double Trouble Cranberry Company which harvested 225 acres of cranberries from 1909 to 1964, one of the largest producers of cranberries in the State of New Jersey.

The Double Trouble Historic District consists of these cranberry bogs, the restored saw mill and the village.

The State leases the cranberry bogs to an individual who continues to harvest a crop of berries each year. The saw mill is also leased to private interests who continue to cut white cedar every day for local markets.
9. Major Bibliographical References

Deed records, Monmouth and Ocean County Clerk's records
New Jersey Courier

10. Geographical Data

Acreage of nominated property
Quadrangle name
Quadrangle scale

UMT References

A  Zone  Easting  Northing
B  Zone  Easting  Northing
C  D  E  F  G  H

Verbal boundary description and justification
Bounded by the Keswick-Bamber Road on the north and by Cedar Creek on the south, by the Garden State Parkway on the east and by the reservoir on the west.

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

state  New Jersey  code  county  Ocean  code

11. Form Prepared By

name/title  Pauline S. Miller
organization  Ocean County Cultural & Heritage Comm
state  New Jersey

street & number  38 Hadley Avenue  telephone  244-2121 ext 2200
city or town  Toms River  state  New Jersey  08753

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.
# NATIONAL REGISTER OF HISTORIC PLACES
## INVENTORY -- NOMINATION FORM

**Name:** ROGERS FARM  
**AND/OR COMMON:** Veeder House

### LOCATION
**STREET & NUMBER:** 2 Veeder Lane  
**CITY, TOWN:** Bayville  
**STATE:** New Jersey  
**COUNTY:** Ocean

### CLASSIFICATION

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>OWNERSHIP</th>
<th>STATUS</th>
<th>PRESENT USE</th>
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<tbody>
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<td>PUBLIC</td>
<td>OCCUPIED</td>
<td>AGRICULTURE</td>
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<tr>
<td>BUILDING(S)</td>
<td>PRIVATE</td>
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<td>COMMERCIAL</td>
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<tr>
<td>STRUCTURE</td>
<td>BOTH</td>
<td>WORK IN PROGRESS</td>
<td>PARK</td>
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<tr>
<td>SITE</td>
<td>PUBLIC ACQUISITION</td>
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<td>EDUCATIONAL</td>
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<tr>
<td>OBJECT</td>
<td>IN PROCESS</td>
<td>YES: UNRESTRICTED</td>
<td>PRIVATE RESIDEN</td>
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<tr>
<td></td>
<td>BEING CONSIDERED</td>
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</table>

### OWNER OF PROPERTY
**NAME:** Volkert Veeder  
**STREET & NUMBER:** 105 Walchest Drive  
**CITY, TOWN:** Toms River  
**VICINITY OF:** New Jersey

### LOCATION OF LEGAL DESCRIPTION
**COURTHOUSE, REGISTRY OF, DEEDS, ETC.:** Ocean County Courthouse  
**STREET & NUMBER:** Hooper Avenue and Washington Street  
**CITY, TOWN:** Toms River  
**STATE:** New Jersey

### REPRESENTATION IN EXISTING SURVEYS
**TITLE:** Not included in any existing surveys.

### DEPOSITORY FOR SURVEY RECORDS
**CITY, TOWN:**
DESCRIPTION

CONDITION

- EXCELLENT
- GOOD
- FAIR

CHECK ONE

- DETERIORATED
- RUINS
- UNEXPOSED

CHECK ONE

- ORIGINAL SITE
- ALTERED
- MOVED

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

One of the few whole houses in the State which has the main homestead complete as it was built prior to the Revolutionary War.

The main house has been added to; in ground level out buildings, or additions throughout the years. This is one of the larger mansion type homes with twin fireplace chimneys on either end of the house. The enclosed floor plans, surveys and photographs will give a much better understanding of this home. It's location with it's family cemetery and easy accessability, must be seen to be fully appreciated.
**SIGNIFICANCE**

<table>
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<tr>
<th>PERIOD</th>
<th>AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW</th>
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<td>TRANSPORTATION</td>
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<td>OTHER (SPECIFY)</td>
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</table>

**SPECIFIC DATES**

**STATEMENT OF SIGNIFICANCE**

This house and it's once 378 acres of farm land played an important part in Colonial Life. It was a producing farm and commercial dairy, even into the 1930s. It was one of the first experimental Soy Bean growing farms in the area. The new H&M Potter Elementary School is a stone's throw away, certainly within walking distance of young students studying American Revolutionary History.

This home, when owned by the Rogers in the late 1700's, was a center of local society and neighborhood gatherings. The Rogers Home was for many years owned and occupied by Judge David Veeder and his family.

The rafters in the attic show rough hewn timbers which are wooden pegged together, rather than nailed.

As described in the document, this home played a significant part in the history rich, revolutionary war, in Southern New Jersey.
THE ROGERS' HOME

The Rogers' home, located in Bayville, New Jersey, is a pre-Revolutionary War homestead. Originally, the property included 378 acres of farm land and was occupied by the Rogers family from the 1770's to 1896. It was then purchased by the Veeder family who are the present owners of the property.

This is one of the few pre-Revolutionary War homes in the State which has the main homestead complete as it was originally built. Some additions have been made to the main house, and some ground level out buildings have been erected over the years that do not alter the original farm house.

One of the larger mansion type homes, it was constructed with twin fireplace chimneys on either end of the house. The rafters in the attic show rough hewn timbers which are fastened together with wooden pegs rather than nails.

Old property deeds describe the farm land as being divided into salt meadows, pasture land for cattle, cleared farm land, swamp and woods which were all utilized to maintain the farm and sustain the families that resided there over the years.

At one time, this home was a center for local society and neighborhood gatherings.

A family cemetery which is located on the property has been preserved and provides accurate historical data concerning the many persons who at some time occupied this home.

Toms River, including the area that was later to become Berkeley Township where the Rogers' home is located, played an important role which involved the Rogers' farm during the Revolutionary War. See page 3 of this application.

With its blockhouse, Toms River was a military post for the protection of the inhabitants of the area. As the war neared its end, a British raiding party made a surprise attack on the blockhouse and burned the hamlet. This was a severe blow to the inhabitants of the area, for the destruction of everything, including household goods and provisions, extended in every direction.
Many lives were lost in the blockhouse action, and many others were wounded. Major John Cook was killed and Captain Joshua Huddy was taken prisoner and later hanged at the Highlands as an example to American traitors to the British cause.

The British raiding party sailed up the Barnegat Bay and landed in a cove adjacent to the Rogers' farm. While some of the soldiers occupied the farm house, others hastened on by land to Toms River where the surprise attack on the blockhouse occurred.

When the patriot soldiers chased the Redcoats towards the Highlands, the soldiers left on the Rogers' farm had to make a hasty get-away and had to leave some of their belongings behind. Five rawhide trunks were never picked up by the soldiers, for at the battle of the Highlands, the Redcoats were killed or scattered.

These rawhide trunks were stored in the attic of the farm house, and after many years, they were finally broken open and found to contain mostly British uniforms which the Redcoats hoped to wear in this conquered "New World." Some of these uniforms are believed to be in museums in New Jersey. The money box is on display in the Ocean County Museum at Toms River.

Photos attached below:
MAJOR BIBLIOGRAPHICAL REFERENCES

SALTERS HISTORY OF MONMOUTH AND OCEAN COUNTIES, N.J.
THIS OLD MONMOUTH OF OURS (HORNER)
BERKELEY TOWNSHIP CENTENNIAL BOOKLET (ENCLOSED)

GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 3.98 acres.

UTM REFERENCES

ZONE EASTING NORTHING
A
B
C
D

ZONE EASTING NORTHING
4
5
6
7
8

VERBAL BOUNDARY DESCRIPTION

Lot No. 3 Ocean County Planning Board Final Approval Map Tax Block-1099-15-141.81' Frontage on Veeder Lane extending

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

FORM PREPARED BY

NAME / TITLE  M. Fedornak - President

ORGANIZATION  BERKELEY TOWNSHIP HISTORICAL SOCIETY

ADDRESS 271 Atlantic City Blvd., Bayville, N.J. 08721

STATE  N.J.

DATE 11/17/77

TELEPHONE 269-3034

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL  STATE  LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE  DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

KEEPER OF THE NATIONAL REGISTER
BERKELEY TOWNSHIP

STATE AND NATIONAL REGISTER OF HISTORIC PLACES

ON REGISTERS:  Double Trouble State Park (20th Century) Historic District (Lacey Township)  
U.S. Life Saving Station #14, c. 1898, Island Beach State Park

PENDING:  Rogers Farm (Veeder House) 2 Veeder Lane, Bayville

RECOMMENDED FOR STATE AND NATIONAL REGISTERS

The following list of buildings, districts or sites have been reviewed by the survey team and are considered eligible to be placed on the New Jersey and National Registers of Historic Places. For a complete explanation of the register program and criteria, contact the Office of Cultural and Environmental Services, 109 West State Street, Trenton, N.J. 08625. Telephone: (609) 292-2023.

<table>
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<th>NAME AND ADDRESS</th>
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<td>1505-1</td>
<td>12 Williams Lane</td>
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<tr>
<td>1505-3</td>
<td>Lawrence House, Sloop Creek Road</td>
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<tr>
<td>1505-4</td>
<td>Bay Blvd. (Block 1334 Lot 1)</td>
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</tr>
<tr>
<td>1505-6</td>
<td>Rt. 9 between Butler &amp; Bay Blvd. (Block 956 Lot 7)</td>
<td>X</td>
</tr>
<tr>
<td>1505-9</td>
<td>The Royal Pines Hotel, Lakeview Drive</td>
<td>X</td>
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</tbody>
</table>
|        | Island Beach State Park, proposed historic district  
including listings 1510-L27 - L35 and additional shanties. | X |