

SOUTH TOMS RIVER

BEACHWOOD

PINE BEACH

OCEAN GATE



ACKNOWLEDGEMENTS

The South Toms River, Beachwood, Ocean Gate, Pine Beach survey was conducted by Marilyn Kralik. The project staff and the Ocean County Cultural and Heritage Commission would like to acknowledge the cooperation of the following people who provided information that aided in the preparation of this report.

Judity Corby

Floyd Mease

Malcom Stokes

Dr. Stuart Stokes

TABLE OF CONTENTS

Letter of Transmittal i

Acknowledgements ii

Table of Contents iii

Introduction 1 - 17

South Toms River, Beachwood, Pine Beach, Ocean Gate Historical Overview 1-18

South Toms River Survey Forms 1530-1-3

South Toms River Listings 1530-L1-L2

Beachwood Survey Forms 1504-1

Beachwood Listings 1504-L1-L5

Pine Beach Survey Forms 1523-1-5

Pine Beach Listings 1523-L1-L6

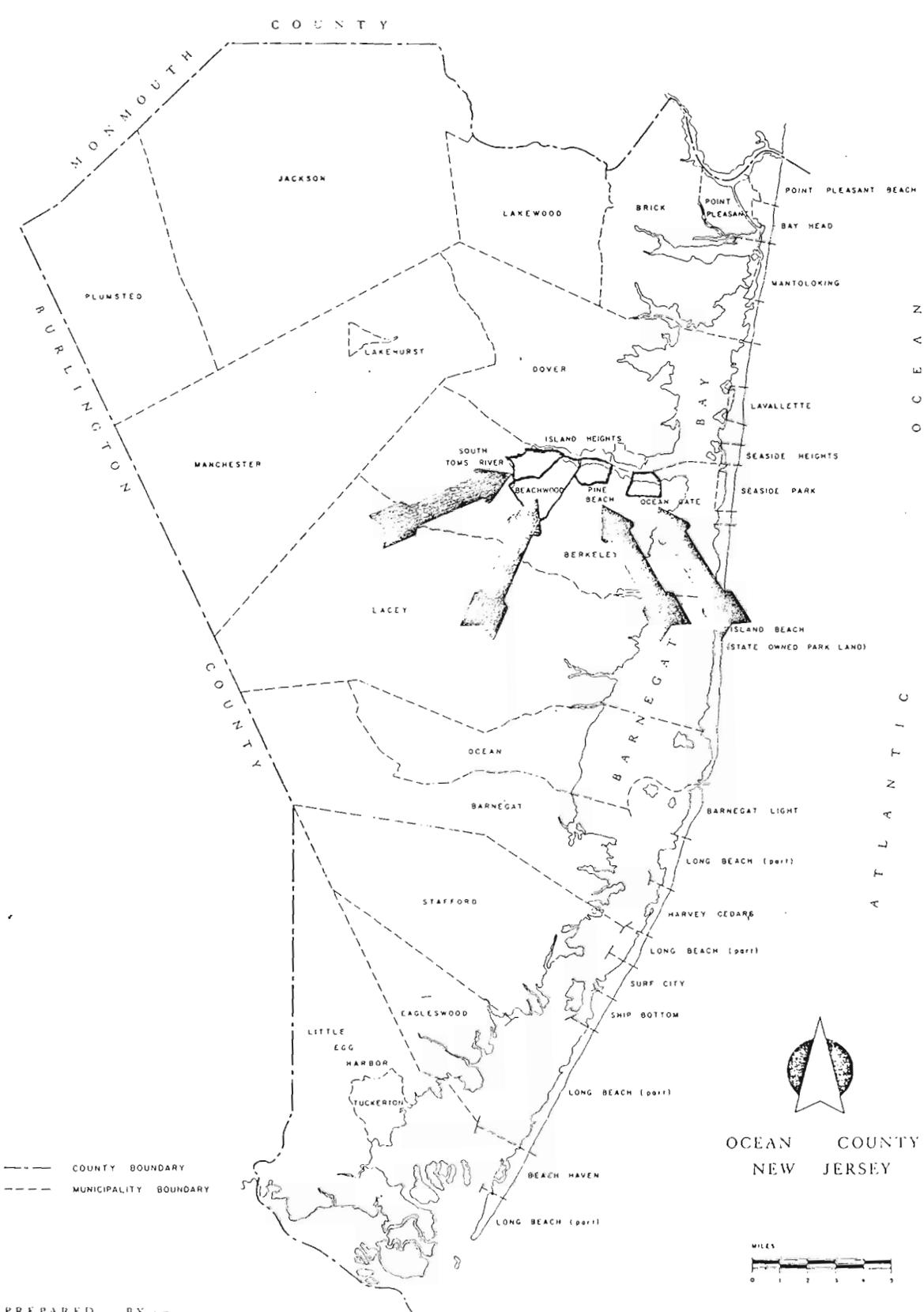
Ocean Gate Survey Forms 1522-1-2

Ocean Gate Listings 1522-L1-L8

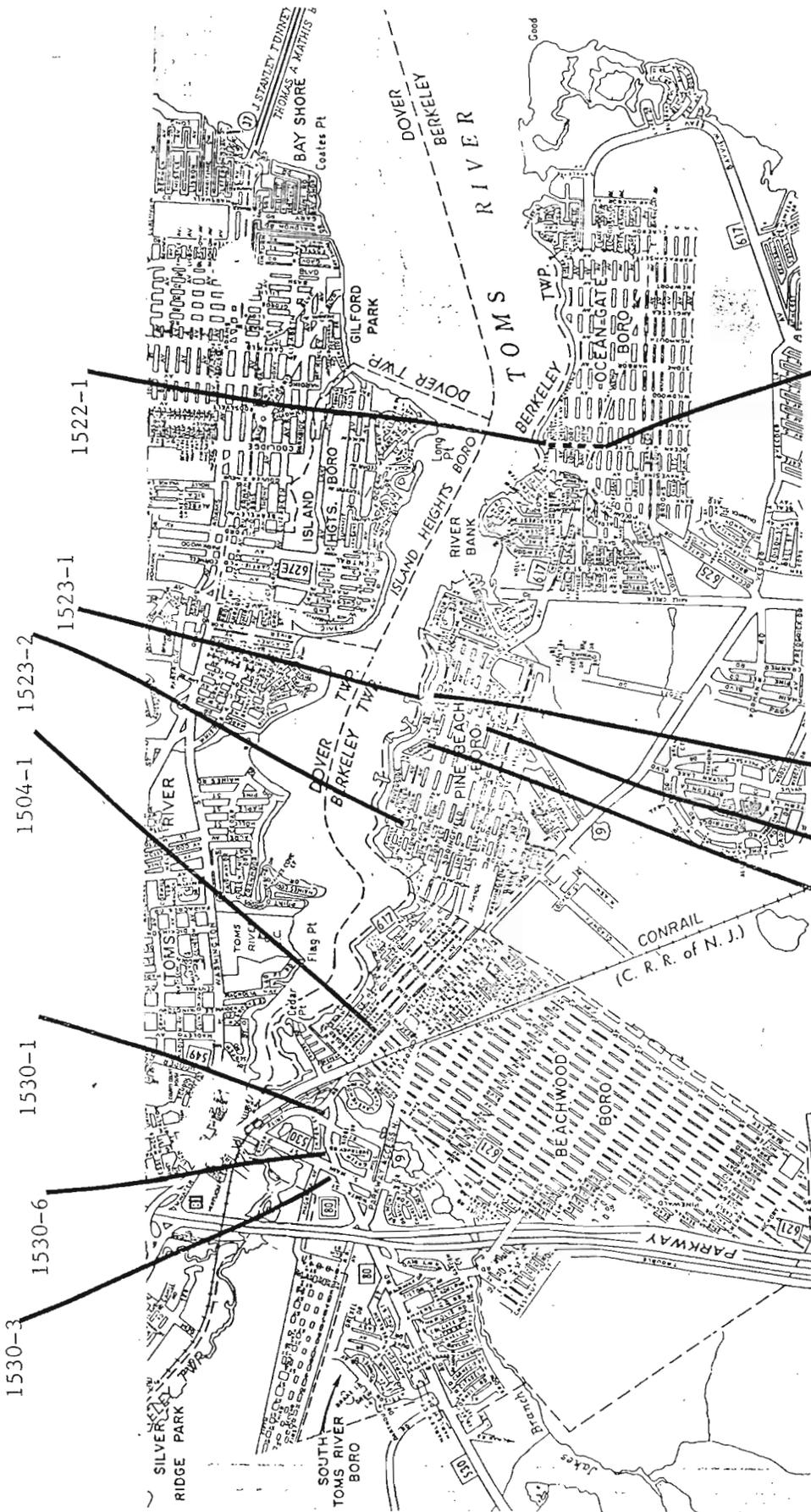
State and National Register of Historic Places Recommendations

Appendix

Maps



PREPARED BY --



1530-3

1530-6

1530-1

1504-1

1523-2

1523-1

1522-1

1523-3

1523-4

1523-5

1522-2

- 1530 South Toms River
- 1504 Beachwood
- 1523 Pine Beach
- 1522 Ocean Gate

— Survey Form Site

HISTORICAL OVERVIEW

Four small independent municipalities are located on the south bank of the Toms River: South Toms River, Beachwood, Pine Beach and Ocean Gate. Although each is primarily a twentieth century development, residential settlement in the area dates back to the eighteenth century, because the relatively flat terrain was conducive to farming, in contrast to the presently more populous north bank. But there was little exploitation of the area from within the county, and even less interest from outside, until the advent of the national resort-vacation boom.

There are similarities and differences among the four municipalities; each will be considered separately. In general, each can be understood in terms of its relationship both with the River and with Berkeley, the original township which still encompasses the river area. All four were strongly influenced by the Pennsylvania Railroad, and with the railroad's support, three of the four became products of urban developers. Close ties among the four have been maintained as a result of boating and other social activities, however, in all instances the character of settlement remains residential, with an ever-increasing year round population. Finally, all four boroughs depend upon Route 9 as a commercial lifeline. Its impact now exceeds the older ties of the river and railroad.

Although the autonomy of the south bank occurred late in Ocean County history, the area is an important manifestation of twentieth-century influences. Intensive initial development and a farsighted preservation of the Pineland atmosphere have both contributed to environmental stability, with little evident recent physical change.

SOUTH TOMS RIVER

The history of South Toms River, a small borough less than 1½ square miles in area with a population of over 4000, is closely bound to that of Toms River village itself, an unincorporated area of Dover Township. In an adjunctive manner, it had been part of the prosperous eighteenth-century Toms River Seaport. Although important commercial development has always been concentrated on the north bank of the river, the South Toms River area was residential, in addition to having agricultural and timber resources.

South Toms River is located at the geographical point where the Toms River, a small freshwater stream for its upper ten miles, is joined by its tributaries and widens into a tidal estuary, eventually flowing into Barnegat Bay. Today the river is well known for recreational boating. It has always influenced the development of South Toms River, both as a trade resource and as a natural feature to be contended with. The Borough's early importance as a "place of crossing" continues today, as Route 9 - the oldest shore road, here becomes a major means of access into southern Ocean County.

Early references to South Toms River and neighboring portions of Berkeley Township indicate the nature of settlement. Most significant is mention of Luker's Ferry, which had been established by Daniel Luker in 1749.¹ This means of crossing was alternately known as the Riding Place, Riding Over Place, and Giving Over Place; it is referred to by the surveyor John Lawrence as well as being documented by historian Edwin Salter.² Salter also mentions some of the early landowners here, including Richard Bird, a Refugee of the Revolutionary War who was killed by the American forces. (The incident of his death is a part of the Berkeley Township history.) One of the most prominent of the early residents would seem to have been Abel Akins,³ who "kept tavern" on the south side of the river,⁴ and who was responsible for

constructing the original portion of Toms Rivers' famous Ocean House Hotel in 1787,⁵ since disappeared. Akins' own home (no longer standing) in South Toms River was the site of a visit by the Methodist Bishop, Francis Asbury in 1782,⁶ and must therefore be considered an important landmark in the history of Ocean County religions.

Another such landmark is the site of the Mormon Church. Some time prior to 1840, a Mormon Church and cemetery were established in South Toms River; this institution, along with sister churches in Forked River and New Egypt, preceded the movement of the religious body to its eventual home in Utah, and was for a time a strong influence within Ocean County. The small church building, which no longer stands, had been the scene of a sermon by Joseph Smith himself; it is also sometimes cited as having been the first home of the Ocean County courts (following the incorporation of the County in 1950, but predating the construction of the actual courthouse) -- this claim is not generally accepted, despite its repetition by Salter.⁷ Local involvement with Mormon practices ceased shortly after the westward exodus in 1853, but at least three local men, Anthony Ivins (who had donated his lands for the building of the church), William Applegate (who built some of the wagons for the journey)⁸ and Theodore McKean - are known to have joined the church, and to have moved to Utah.

South Toms River maintained close relations with the new County Seat of Toms River throughout the late nineteenth century. Although it was perceptibly a part of the greater community, in 1875 it became an official part of Berkeley Township (when that Township separated from Dover); meanwhile, Toms River village remained a part of Dover. The old economic ties naturally persisted. In 1881, the Pennsylvania Railroad took over the old Hightstown and Pemberton line which went to Toms River, then ran a spur along the south bank

to reach Seaside Park, where it turned north to meet with the Central Railroad of New Jersey in Bay Head-Point Pleasant. South Toms River was a primary stop on this line and was a gateway to the south bank area.

During the railroad era, South Toms River's most famous resident, Simon Lake, was engaged in experiments with submarine design, using the Toms River as a testing ground. He is said to have built and launched a craft, "The Argonaut" from Haines' Dock (on the north bank of the river) around 1881,⁹; this invention was later patented, as were 200 more of his discoveries, more than 100 of which were related to submarines. At the present time, no sites associated with Lake have been determined, but his father is known to have owned a foundry and talcum mill in the area.¹⁰

An equally unique enterprise was founded here in the early twentieth century, when a manufacturer named Albert F. Griem constructed a monument to the "back-to-nature" movement¹¹ in the area near Flint Road, part of which still remains today. In a manner reminiscent of Henry Chapman Mercer, Griem built a concrete complex including a small Episcopal chapel and a workshop for the manufacture of rustic cedar birdhouses. The whole complex was intended to serve as a bird sanctuary and was therefore named Birdville. Griem himself created the molds and poured the concrete for the chapel, finally decorating it with ceramic tiles, some of which are thought to have been made by Mercer.¹² (#1530-1)

Although Birdville never succeeded in its primary goal of attracting birds, it did excel in the production of rustic furniture and the birdhouses, and is said to have been extensively advertised in magazines of the World War I era.¹³ The chapel was also active and weekly services and some marriages took place there. The first Borough council meetings of South Toms River also were held at Birdville. But the birdhouse business, deemed a luxury, did not

survive the Depressions and the complex fell into disuse. It has since been sold several times and the site has been partially demolished, although the de-consecrated chapel is still standing.

Today, South Toms River is a collection of residential neighborhood with some commercial development, although Toms River village still remains the area's business center. Most of the structures within the borough date from 1940-1960, although there are still some vernacular Queen Anne houses along Main Street which are indicative of the earlier beginnings.

BEACHWOOD

The Borough of Beachwood, east of South Toms River, began in 1914 as a newspaper promotion scheme. The promotion chief of the New York Tribune, Bertram R. Mayo, offered a lot in Beachwood for only \$19.60 with all new six-month subscriptions. Like many such promotions, this one had a catch -- at least three additional lots were needed for building here, as each subscription lot was only 20' wide. But the campaign was successful nonetheless. Within three years, enough citizens and homes were located in Beachwood to necessitate independent Borough status. Additionally, Mayo himself remained to oversee the development, and he remained a benefactor until his death in 1920. His estate conveyed beaches, public fields, and several lots for public use. ¹⁴

Beachwood is located on what is known as the "Carpenter Tract" and is 2.80 square miles in area, distributed along either side of present Route 9. The town had been laid out in a grid plan by a civil engineer, Addison D. Nickerson, and all streets were named with a nautical flair. At first, lot owners settled in small tents, but by 1915, almost 100 cottages had been erected by private property owners, as were a community clubhouse, boathouse, pier,

bathhouse and lodge (where property owners could stay while their homes were being completed.)¹⁵

Before the establishment of the Borough, the area's business was managed by a Property Owner's Association, which had erected the community structures listed above, and which was responsible for taxes, bathing, sports, health, railroad crossing, and fire prevention, among other things.¹⁶ With the aid of a Womans' Club, a volunteer fire company was begun. The Association also appointed a committee to oversee the welfare of the pines -- a far-sighted arrangement dedicated to preserving the natural atmosphere. The committee was later joined in this endeavor by a borough-appointed shade tree committee. A 1919 Board Resolution described the pines as "helping to make the climate of Beachwood ideal" and then "urged its members to do everything possible for the preservation, protection, and increase of the pines..."¹⁷ Certainly, the undeveloped wooded riverbanks of Beachwood are still among the most beautiful in the Toms River area, perpetuating the qualities which first attracted summer visitors.

Most of the first residents of Beachwood came from the cities, principally from metropolitan New York, the target of the Tribune's campaign. They were promised a year round resort, and recreation of all types were a major concern. Although most local activities were directed to the river, hunting in the pines was also popular. In 1915 the Beachwood Rod and Gun Club was formed; its members are said to have held annual fund-raising dinners for the Club in Newark and New York City. This Club continued only until 1923. More successful was the Polyhue Yacht Club, so named for the vari-colored sails of its member boats (including red, lavender, pink, green, dark blue, and yellow.) The Yacht Club, which held its meetings in the remains of the old Rod and Gun clubhouse, was an important community and social center and a member of the

Barneget Bay Yacht Racing Association. Although the Polyhue was discontinued in the 1930s, its successor, the Beachwood Yacht Club, is still active today.

As Beachwood developed, a protective familial atmosphere was stressed. Original deeds restricted the use or sale of liquor and there were other protective covenants.¹⁸ No large hotels were built here, and commercial development was not encouraged although there were some necessary stores.¹⁹ In 1921, the Beachwood Religious Society erected a non-sectarian chapel in the town, which has continued to the present time.

Modern Beachwood is primarily a year-round community, rather than a resort; its population more than tripled during the decade of the seventies. It has a highly visible commercial strip bordering Route 9, but elsewhere the Borough seems to have resisted overwhelming physical change, particularly in the area near the river. It appears that the population increase was generally met through conversion of summer homes to year-round residences. There are intact neighborhoods of early twentieth-century bungalows, interspersed with some larger, showplace homes and with small parks. The apparent stability of Beachwood might be traceable to several causes: an intensive initial development which left little room for intrusions; thoughtful planning with provision for public spaces; the successful preservation of the pines. Ultimately, it is due to the desires of the citizens themselves.

PINE BEACH

Despite evidence of settlement in the area dating back to at least 1748,²⁰ the Borough of Pine Beach, 0.75 miles in size, is largely the result of outside real estate investment. Two retail merchants from Philadelphia, Robert M. Horter and George Kelly, envisaged a small summer colony here and began the purchase of land in 1908, under the name of the Pine Beach Improvement Company.

Their creation, with its many streets names borrowed from Philadelphia sources, incorporated as a Borough in 1925.

The lands of Pine Beach had formerly been known as Eagle's Point, and numerous Indian artifacts, which were found here in the twentieth century, testify to Lenni Lenape occupation along the wooded riverlands.²¹ This was also the site of the railhead of William Torrey's mule-drawn line in the 1840s. Although some contemporaneous residential settlement is probable, no local structures are noted on the Beers map of 1872. However, one well-known landmark, the Buhler Mansion (# 1523-3) still remains from the pre-development era. A large 1877 structure in the Italian Villa style (since remodelled to a Colonial Revival appearance) the Buhler Mansion had been built by a New York hatter and prominently inhabited by a New York financier. It represents the first significant outside interest in this area.

The interests of Horter and Kelly were dependent on the railroad, and it was the Pennsylvania and Long Branch Line, previously mentioned, which opened Pine Beach to the public, reinforcing the founders' own Philadelphia orientation. The tracks of this line had been laid along the south bank of the Toms River in 1881, and in 1883 a spur had been extended across the river to Island Heights, an already fashionable resort. The trestle extended from the present eastern boundary line of Pine Beach. At some point, a small transfer station with the placard "Island Heights Junction" was located here, and the Windward Yacht Club (#), a large rooming house just across the present Berkeley Township line in Berkeley, was created. Consequently, considerable traffic passed through this area. George Kelly himself had been residing at the Windward when he realized the potential of the neighboring tract.²²

The railroad was a tool for propaganda. As the resort developed, free Sunday excursions were arranged for prospective customers. It is said that

Pine Beach sales talks were usually delivered in the middle of the river, when the train stopped halfway on its way to Island Heights, thus holding the audience captive.²³ Later, the railroads were to serve a more utilitarian purpose. Because of the publicized excellence of train service here (twenty-two times daily to Philadelphia, by 1915)²⁴ it was possible to commute to the city on a daily basis, enabling the working fathers of vacationing families to spend the summer at Pine Beach. This was a decided advantage over other fledgling resorts.

Close connection with Island Heights was also a draw. Frequent trains gave access to the small commercial strip and to the ice cream parlor and movie house there, and social connections are said to have been strong. (It should be noted that there were also launches and other boats for hire to travel to the ocean beaches and to Toms River.) However, this proximity was also awkward in at least one respect. As Island Heights maintained a strict ordinance against the sale of liquor within one mile of its camp meeting ground, the Pine Beach Inn (# 1523-3) was nearly thwarted before it had begun. The Island Heights Camp Meeting Association went to court in 1910 to block the issuance of the liquor license. The license was granted when it was proved that the hotel grill was to be 21'8" over the mile limit.²⁵

Although neighboring Beachwood virtually gave its building lots away, those in Pine Beach were priced high -- from \$1000. for waterfront property to \$100. for more inland locations.²⁶ Development took place within a grid, excluding the still-intact grounds of the Buhler Mansion. For a long time, only two streets existed, (Midland and Henley) and an element of "roughing it" characterized vacations here. Nevertheless, the development was successful.

Nearly all of the earliest homes, as well as the Yacht Club and the

Chapel were constructed by a resident contractor, Le Roy Hutchinson.²⁷ The Pine Beach Improvement Company issued a promotional pamphlet advertising specifically-outlined bungalow types,²⁸ and many of the houses which were built in 1909-1912 are still in existence, demonstrating this influence.

The most important single development in the evolution of the town was the creation of the Pine Beach Inn (previously mentioned), constructed and opened in 1910. A seventy-five room structure in a vernacular, half-timbered "tudor" style, the Inn was widely popular. It was perhaps the largest hotel in the Toms River region in its day and it was a gathering place for the early residents of the town as well as for its visiting guests.²⁹

The Pine Beach Chapel was also begun in 1910, on three lots which were donated by the Land Improvement Company. At first it was a "summer church" and open both to Protestants and Catholics; however, meetings were held through the Philadelphia winters in order to raise funds and in 1932 it opened year-round and had its own resident pastor. It affiliated with the Evangelical Congregational Church in 1956, and it continues this affiliation today.

The Pine Beach Yacht Club (# 1523-1) was formed in 1915 and quickly became a community center. Built by Le Roy Hutchinson, it was originally a one-story structure, but was expanded to its present two story form in 1921. Surprisingly, this Yacht Club was less involved with competitive bay racing than with community gatherings, and it has only recently joined the BBYRA. It is today, however, the home of the largest snipe fleet in New Jersey and therefore plays an important role in the preservation of historic boats.

Casual sailing has always been an aspect of recreational life here, and party boat fishing, bathing, crabbing, rowing and canoeing were also popular. Community theatricals are remembered as highlights of the early years,³⁰ benefiting community projects such as the chapel and yacht club and featuring

some professional vaudevillians who vacationed here. A less public form of community entertainment can be credited to the Prohibition era, when the "Pine Beach Bootleg Ferry" involved the cooperation of many local residents in the secretive transport of liquor by boat to the north bank of the Toms River.³¹

When Admiral Farragut Academy was founded in 1933, the Borough acquired its most continuous and prominent symbol. Distinguished as the first American college preparatory school with naval training, Farragut was housed in the old Pine Beach Inn, which had been empty since 1925. At first, only this single building and four acres of land constituted the Academy's grounds; today, there are eight buildings on 28 acres.

Pine Beach today maintains much of its physical past. Its most prominent buildings, the Yacht Club, Chapel, Firehouse as well as the Buhler Mansion and the Pine Beach Inn, remain as visible reminders of the area's history. Riverside Drive, a serpentine road with bathing beaches and pavilions and prominent houses, features an attractive wooded vista of Money Island and Island Heights across the River, a view which must be little changed from Pine Beach's beginnings. The cross streets are lined with small bungalows, many of which were constructed during the 1909-1912 period³² and appear to be derived from the Improvement Company's models. Although there are recent instances of construction throughout the Borough, there is overall a perceptible harmony and stability akin to that of Beachwood. Probably for much the same reasons, Pine Beach remains an attractive residential town.

OCEAN GATE

Ocean Gate was the creation of the Great Eastern Building Corporation of New York, Philadelphia and Newark. Apparently all three of these areas were

solicited for potential customers. The land itself, 0.50 miles in area hugging the riverbank, consisted not of pines but rather of orchard and farmland, much of which had once belonged to Caleb Grant (a well-known mariner and businessman who maintained a substantial house in Toms River (#1507-18) and to the Jeffrey Family, important contributors to the history of Berkeley Township.³³ Title to the area was obtained from Edward Gottheimer in 1909. Planned resort development followed.

Charles Guttentag, manager of Great Eastern's Philadelphia office, has been credited as the "founder" of Ocean Gate, and the area's plans exhibit an urban consciousness. Not surprisingly, all streets were laid out in a grid; they were, however, given names which were evocative of famous resorts, with world-wide as well as New Jersey significance, rather than of established cities (such as occurred in Lavallette, Point Pleasant Beach, and other planned resorts within the County.) The name of Ocean Gate itself was probably imitative of the Golden Gate, as this comparison appears in early advertising.³⁴ The cultivated beauty of the former farmlands here was often contrasted against the pineland atmosphere of Pine Beach and Beachwood and Ocean Gate was also known as "the Garden Spot of Ocean County."³⁵ At least five hotels/rooming houses were located in Ocean Gate, and small, affordable bungalow-type homes were available to interested buyers, most of which were introduced to the area by the same type of free promotional train-rides which brought interest to the other local developments. The railroad passed through the center of town. Over the years, several amenities were built for public use, including a mile-long boardwalk, numerous beach pavilions (provided by the ladies' Civic Club), public comfort stations, and a recreational field. An athletic club made up principally of Philadelphia businessmen practiced softball here on weekends.³⁶

Recreational and competitive sailing was always popular. The Ocean Gate Yacht Club was formed in 1910 (before the incorporation of the town) and was a charter member of the BBYRA. The Club building, constructed in 1911-1912, appears much the same as it originally did. Its prominent position at the foot of Ocean Gate Avenue indicated the role which it has always fulfilled.

An elementary school was established as early as 1913, and the first classes were held in Caleb Grant's old farmhouse, which has since been destroyed. A one-room structure was next built in 1921; it was later expanded to a two-room plan. This building still exists (#1522-L1) and is used for the kindergarten classes; it was moved to its present site next to the new school by the Mease Family. The Methodist Church structure (#1522-L4) dates back to 1924, and is an outgrowth of an earlier congregation which had been served by pastors who rowed across the Toms River from Island Heights. ³⁷

Most importantly, a commercial center was established at Ocean Gate almost from its inception. Its existence reinforced the growing autonomy of the entire south river area. Although there were many large commercial centers within Ocean County by the 1920s -- including Lakewood, Point Pleasant and Lakehurst -- only Toms River was reasonably close, and roads were not yet good enough for frequent shopping there. As Ocean Gate is relatively far from Route 9 (as opposed to Beachwood and Pine Beach, which border and encompass it) the problem of commerce was even greater here. Although residents continued to make use of the railroad and the ferries for shopping in Toms River, the establishment of a self-sufficient commercial district was highly attractive.

Even today, the streetscape of Ocean Gate Avenue (#1522-2) features several closely developed blocks of apparently commercial structures, some of which now are purely residential in usage. Grocery stores, bakeries, a general store and real estate offices once crowded this stretch. Short-term

lodgings were also available, and even today, Kiesel's Hotel ("noted for its home comforts and hospitality")³⁸ is a noteworthy local landmark (# 1522-L3). Advertisements for area businesses appear in a 1923 Ocean County magazine.⁴⁰ Although the business district lost much of its vitality following World War II, it still survives.

Ocean Gate incorporated as a Borough in 1918, and seems to have been blessed with a remarkably stable and prosperous political climate. Much of this is certainly due to the Mease Family: H. Warren Mease was Mayor from 1925 until his death in 1949; his son, Floyd W. Mease, was Mayor from that time until 1977. During their joint administrations, the Borough was made debt-free, but was simultaneously improved through the paving of roads, establishment of the waterworks and the fire company; and construction of a new elementary school, among other things. Floyd Mease was also responsible for the construction of the "lighthouse" (#1522-L8) a small-scale replica of Barnegat Light which marks the mouth of Jeffrey's Creek and which has become a symbol of the Borough, constructed in 1976.

Physical stability has been pleasantly maintained. The family bungalows of 1910 are still in evidence, and there is little modern construction. Since most of the lots within the Borough have already been developed, there is little foreseeable future physical growth. Additionally, the geographical position away from Route 9, the main coastal road, would seemingly discourage widespread development. Most residents are still seasonal and quietude seems to be preferred.

Despite their separate histories, the four municipalities of the south bank have successfully fulfilled their goals, featuring the life of the river-front and offering a relative peace and privacy. Their environment is unique in that it contrasts strongly with the still-developing ocean-oriented resorts

of the peninsula and islands. Although the more urbanized Toms River area lies within minutes of each municipality, the basically conservative attitude which prevails here is more characteristic of southern Ocean County than of the developed northern areas. The built legacy of this small region is an important reminder of a once-shared experience.

SOUTH TOMS RIVER, BEACHWOOD, PINE BEACH, OCEAN GATE

FOOTNOTES

¹ Vivian Zinkin, Place Names of Ocean County, New Jersey 1609-1849 (Toms River: Ocean County Historical Society, 1976) p.111.

² Edwin Salter, A History of Monmouth and Ocean Counties (Bayonne, N.J.: E. Gardner & Son, 1890. p.101.

³ Ibid., p.85. The name is also seen as Abiel or Abiell Aikens.

⁴ Pauline S. Miller, Early History of Toms River and Dover Township, (Toms River, New Jersey: Pauline S. Miller, 1967) p.20.

⁵ Pauline S. Miller, Pictorial Album of Toms River, New Jersey, (Toms River: Ocean County Historical Society, 1971) n.p.

⁶ Miller, Early History, op. cit., p.19.

⁷ Salter, op. cit., p.253.

⁸ Miller, Early History, op. cit., p.20.

⁹ Ibid., p.13.

¹⁰ Ibid.

¹¹ Berkeley Township Centennial Commission, Berkeley Township, The First 100 Years (Berkeley Township: The Commission, 1975) p.36.

¹² Ibid.

¹³ Ibid., p.37.

¹⁴ Files of the Ocean County Library, "Paper's Stunt Built Beachwood" Asbury Park Press, 9/17/62, p.3.

¹⁵ Files of the Ocean County Library, "Beachwood Retains Original Character," Asbury Park Press, 7/23/67 n.p.

¹⁶ Ruth Perry, "Informal History of Beachwood," Borough of Beachwood 50th Golden Anniversary (Beachwood: The Borough, 1977) n.p.

¹⁷ "Paper's Stunt," op. cit.

¹⁸ Files of the Ocean County Cultural and Heritage Commission, 250th Anniversary, Toms River, N.J. August, 1923, n.p. Among the restrictions was limiting the sale of land to members of the Caucasian race.

¹⁹ Names given include McCraigh's General Store and a Priest's Pharmacy

SOUTH TOMS RIVER, BEACHWOOD, PINE BEACH, OCEAN GATE FOOTNOTES CONTINUED:

- 20 Stanley A. Heatley, Pine Beach Yesterdays, 1925-1975 (Pine Beach, N.J.: Borough of Pine Beach, 1975) p.13.
- 21 Ibid., p.9.
- 22 Ibid., p.8.
- 23 Malcolm Stokes, Dr. Stuart Stokes, Judith Corby. Interview by M.R. Kralik, Pine Beach, July 1981.
- 24 Grover Low, Industrial Directory of New Jersey, 1915 (Camden: S. Chew & Sons, Inc., 1915)
- 25 Heatley, op. cit., p.13.
- 26 Ibid., p.9.
- 27 Ibid., p.8. According to Heatley, LeRoy Hutchinson and his brother, Howard, can be credited with building "several hundred homes" in the area. He was also the Mayor of Pine Beach from 1925 to 1943.
- 28 Budd Wilson, Cultural Resource Survey: Sewer Collection System Borough of Pine Beach, Ocean County, New Jersey, December 1980. At least twelve types are noted.
- 29 Stokes et. al., op. cit.
- 30 Ibid. The most colorful personality seems to have been Mrs. Frank Gardner, a.k.a. Clair Vincent, whose home at 219 Henley Avenue (still standing) was known as "Heaven on Earth." A bird act was also housed in the Buhler Mansion at one time.
- 31 Heatley, op. cit., p.28.
- 32 Wilson, op. cit., n.p.
- 33 Berkeley Township Centennial Commission, op. cit., p.10. As of 1981, both stones and bodies had been spirited away by vandals.
- 34 Files of the Ocean County Historical Museum, Ocean County ("A Magazine devoted to the People - Resources - Attractions and Institutions of the Vacation Land of the East") vol. 1, # 2, June 1935, p.18.
- 35 Ibid.
- 36 Floyd W. Mease. Interview by M.R. Kralik, South Toms River, July 1981.
- 37 John H. Adrian, chairman, Ocean Gate, New Jersey 1918-1968 (Ocean Gate: 50th Anniversary Committee, 1968) n.p.

SOUTH TOMS RIVER, BEACHWOOD, PINE BEACH, OCEAN GATE FOOTNOTES CONTINUED:

- 38 Ocean County, op. cit.
- 39 250th Anniversary, op. cit.
- 40 Ocean County, op. cit. Listings include advertisements for several realtors and contractors, Kiesel's Hotel, and the Palm House Bakery.

BIBLIOGRAPHY

- Adrian, John H., chairman. Ocean Gate, New Jersey 1918-1968.
Ocean Gate: 50th Anniversary Committee, 1968.
- Berkeley Township Centennial Commission. Berkeley Township, The First 100 Years. Berkeley Township: The Commission, 1975.
- Heatley, Stanley A. Pine Beach Yesterdays, 1925-1975. Pine Beach, N.J.: Borough of Pine Beach, 1975.
- Low, Grover C. Industrial Directory of New Jersey, 1915. Camden: S. Chew & Sons, Inc., 1915.
- Mease, Floyd W. Interview by M.P. Kralik, South Toms River, July 1981.
- Miller, Pauline S. Early History of Toms River and Dover Township. Toms River, New Jersey: Pauline S. Miller, 1967.
- _____. Pictorial Album of Toms River, New Jersey.
Toms River: Ocean County Historical Society, 1971.
- Ocean County Principals' Council. Tides of Time. Toms River; The Council, 1940.
- Perry, Ruth. "Informal History of Beachwood." Borough of Beachwood 50th Golden Anniversary. Beachwood: The Borough, 1977.
- Salter, Edwin. A History of Monmouth and Ocean Counties. Bayonne: E. Gardner & Son, 1890.
- Stokes, Malcolm, Stuart Stokes, and Judith Corby. Interview by M.R. Kralik, Pine Beach, July 1981.
- Wilson, Budd. Cultural Resource Survey: Sewer Collection System Borough of Pine Beach, Ocean County, New Jersey. December 1980.
- Zinkin, Vivian. Place Names of Ocean County, New Jersey 1609-1849.
Toms River: Ocean County Historical Society, 1976.



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

HISTORIC SITES INVENTORY NO. 1530-1

HISTORIC NAME: Birdville (Chapel)
LOCATION: Flint Street

COMMON NAME:
BLOCK/LOT 7/6

MUNICIPALITY: South Toms River
USGS QUAD:
OWNER/ADDRESS:

COUNTY: Ocean
UTM REFERENCES:
Zone/Northing/Easting

DESCRIPTION

Construction Date: 1914

Source of Date:

Architect: Albert F. Griem

Builder: Albert F. Griem

Style: vernacular Basilica with Romanesque
& Byzantine elements
Number of Stories: 1

Form/Plan Type: cruciform

Foundation: poured concrete

Exterior Wall Fabric: concrete

Fenestration: 1 bay - lancet windows

Roof/Chimneys: dome - saucer

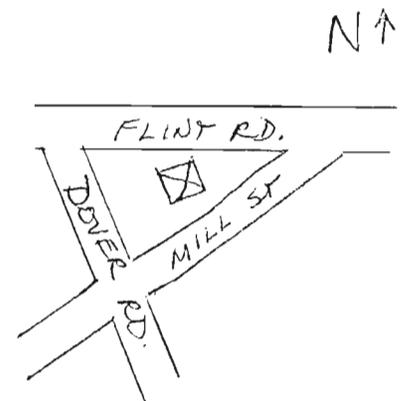
Additional Architectural Description:

The facade is ornamented with strips of decorative tile, which are said to have been made by Henry Chapman Mercer. There is a freestanding arcade with similar ornament on the streetline.

PHOTO Negative File No. 1530-1



Map (Indicate North)



NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION,
HISTORIC PRESERVATION SECTION, 109 WEST STATE STREET,
TRENTON, NEW JERSEY 08625 (609) 292-2023

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The Chapel structure is located on a triangle of land off Flint Street. It is surrounded by residences and small industrial buildings.

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

SIGNIFICANCE:

The Birdville Chapel was constructed in 1914 and was originally part of a complex intended as a bird sanctuary. It was active as a chapel and as the site of early borough meetings. Stylistically, it has no reference to local architecture but was modelled on the unique structures at Doylestown, Pennsylvania, which were part of the Moravian Tile Works of Henry Chapman Mercer. Thus it is significant in light of the early 20th century international "arts and crafts" movement.

ORIGINAL USE: Episcopal Chapel PRESENT USE: Warehouse
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:

Files of the Ocean County Library, Toms River, New Jersey.

Berkeley Township Centennial Commission, Berkeley Township, the First 100 Years. (The Commission, 1975.)

RECORDED BY: M.R. Kralik DATE: July 1981
ORGANIZATION: O.C. Cultural and Heritage Commission

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

HISTORIC SITES INVENTORY NO. 1530-2

HISTORIC NAME:
LOCATION: 104 South Main Street

COMMON NAME:
BLOCK/LOT 9/19

MUNICIPALITY: South Toms River
USGS QUAD:
OWNER/ADDRESS:

COUNTY: Ocean
UTM REFERENCES:
Zone/Northing/Easting

DESCRIPTION

Construction Date: c. 1890

Source of Date: stylistic

Architect:

Builder:

Style: vernacular Queen Anne

Form/Plan Type: L-plan

Number of Stories: 2½

Foundation: brick

Exterior Wall Fabric: german siding with staggered butt shingle

Fenestration: 3 bay - 2/2

Roof/Chimneys: gable roof to street

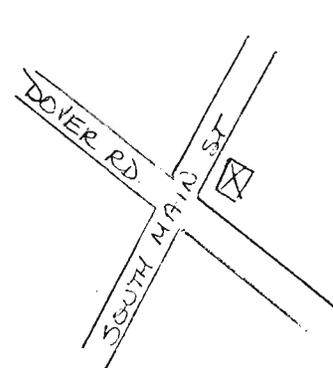
Additional Architectural Description:

The open front porch is graced with turned posts and sawn brackets, and there is a sawn gable screen and stickwork in the front peak. A second floor projecting bay is asymmetrically located on the second floor, front. There is a wide shed rear porch with lattice, and some diamond shingle trim.

PHOTO

Negative File No. 1530-2

Map (Indicate North)



N ↑

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure is located on the northeast corner of South Main Street and Dover Road. A very wide yard extends to the north. The neighborhood is residential.

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

SIGNIFICANCE:

The scale and detail of this structure are indicative of its probable importance at the time of construction.

ORIGINAL USE: Residence
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.R. Kralik DATE: July 1981
ORGANIZATION: O.C. Cultural and Heritage Commission

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

HISTORIC SITES INVENTORY NO. 1530-3

HISTORIC NAME:
LOCATION: 103 South Main Street

COMMON NAME:
BLOCK/LOT 12/14

MUNICIPALITY: South Toms River
USGS QUAD:
OWNER/ADDRESS:

COUNTY: Ocean
UTM REFERENCES:
Zone/Northing/Easting

DESCRIPTION

Construction Date: c. 1900

Source of Date: stylistic

Architect:

Builder:

Style: vernacular Queen Anne

Form/Plan Type: cruciform

Number of Stories: 2½

Foundation: cast cement block

Exterior Wall Fabric: clapboard and scalloped shingle

Fenestration: 2 bay - 1/1

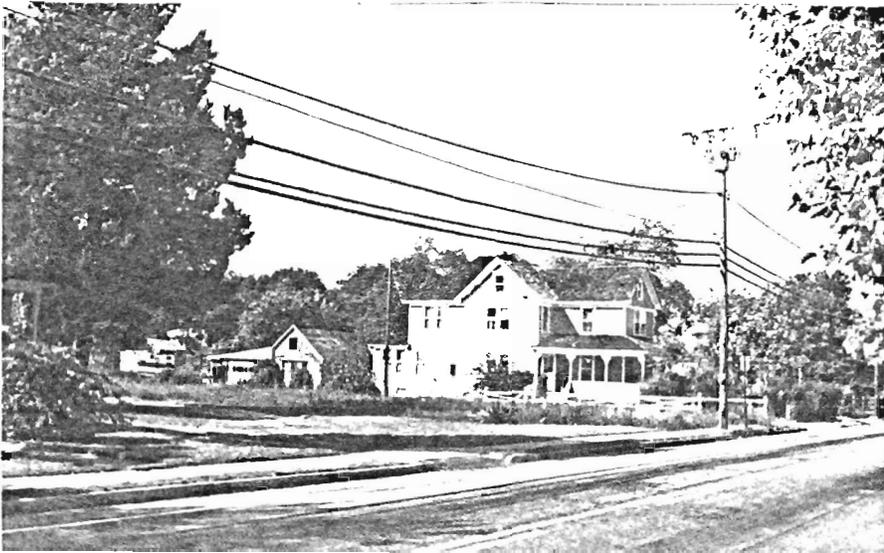
Roof/Chimneys: gable roof / 1 interior corbelled brick chimney

Additional Architectural Description:

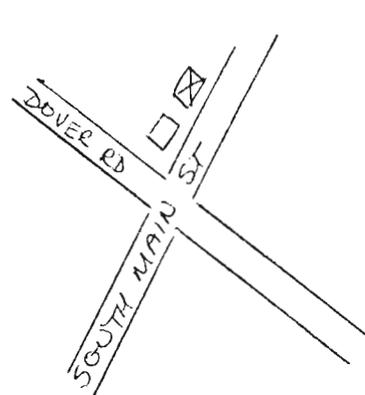
There is a hipped front porch with turned posts and sawn brackets.

PHOTO

Negative File No. 1530-3



Map (Indicate North)



NEW JERSEY DEPARTMENT OF TREASURY AND REVENUE, OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES, HISTORIC PRESERVATION SECTION, 109 WEST STATE STREET, TRENTON, NEW JERSEY 08625 (609) 292-2023

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The structure is located on the south side of South Main Street, close to the intersection with Dover Road, and near #1530-2.

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

SIGNIFICANCE:

This residence is one of the few in South Toms River that is obviously pre-twentieth in style and inspiration. It is still well maintained.

ORIGINAL USE: Residence
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.R. Kralik DATE: July 1981
ORGANIZATION: O.C. Cultural and Heritage Commission

SOUTH TOMS RIVER LISTINGS

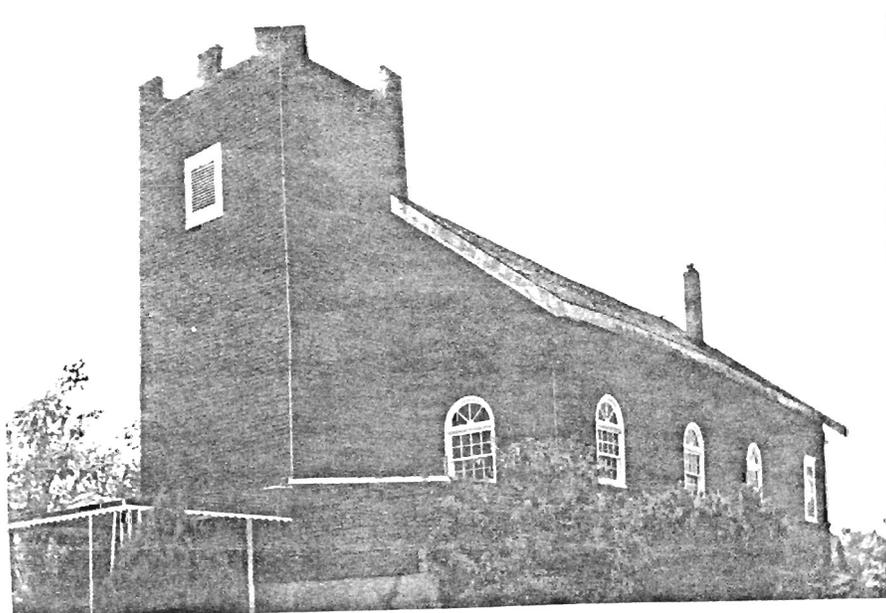
1530-L1



91 South Main Street

2½ story, 2 bay, clapboard and patterned shingle, hipped roof with projecting gable, Contractor's Georgian Style, c.1910. Elevated open porch with Doric columns on cement block pedestals; curved masonry staircase to street.

1530-L2



Old Second Baptist Church / Elm Street

1½ story, 3 bay, gable roof to street, asphalt siding over clapboard, 1929. The central entrance tower has a louvered belfry and crenellations; double doors, and an enclosed front porch area. The nave windows are 8/8 with radiating windows above. The building is vacant and is in deteriorated condition.

SOUTH TOMS RIVER - BEACHWOOD - PINE BEACH - OCEAN GATE

STATE AND NATIONAL REGISTER OF HISTORIC PLACES

ON REGISTERS:

PENDING:

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.

FORM #	NAME AND ADDRESS	PART OF		
		YES	POSSIBLE DISTRICT	
1530-1	Birdville (Chapel) Flint St., South Toms River		X	
1523-1	The Pine Beach Yacht Club, Riverside Dr., Pine Beach		X	
1523-2	The Buhler Mansion, Lincoln Court, Pine Beach	X		
1523-3	The Pine Beach Inn, Riverside Dr., Pine Beach	X		
1523-5	Pine Beach Chapel, (Block 43 Lot 37), Pine Beach		X	
1522-1	The Ocean Gate Yacht Club, Ocean Gate Ave., Ocean Gate	X		