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**A SURVEY OF POTENTIAL
HISTORIC DISTRICTS IN THE
PINELANDS**



**DECEMBER 1993
NEW JERSEY PINELANDS COMMISSION**

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* Alphabetically by municipality

PREFACE

This report constitutes the results of a review of 199 "places" in the Pinelands Area for their potential to be designated as historic districts, based principally on their architectural merit. From the places visited, a total of 23 potential historic districts were identified, including two agricultural districts and one historic roadway. Although neither of the agricultural areas had ever acquired a formal "place name" attribution, they are nonetheless well preserved examples of a cultural landscape which once epitomized much of south Jersey. All of the other areas which are evaluated, however, except for the roadway, are sites which have had at one time or another a generally accepted place name, as portrayed on modern or historic maps. The place names were compiled from the 7.5 minute series topographic quadrangle maps published by the U.S. Geological Survey as well as from various 19th century county maps and other sources.

For each site evaluated, the review consisted of a brief examination of the historic documentary sources available at the Commission offices and a windshield survey of the area. The goal was to identify those communities, settlements and other areas in the Pinelands with concentrations of structures that appear eligible for designation because of their value as architectural exemplars (i.e., structures that represent the work of a master, or that possess high artistic values, or that embody the distinc-

tive characteristics of a type, period or method of construction, or that represent a distinguishable entity of significance to the architectural, cultural, political, economic or social history of the nation, state, local community or the Pinelands). Neither the potential associational (i.e., their association with persons or events of significance to the cultural, political, economic or social history of the nation, state, local community or the Pinelands) nor archaeological significance of these areas was deeply plumbed, though undoubtedly some of the places surveyed would qualify for designation under these criteria.

This report is intended as a planning tool for the Pinelands Commission and for local officials and preservationists who wish to identify places of architectural distinction as prelude to inaugurating measures for their protection. As such, existing historic districts were not revisited, though they are identified herein. Individuals who wish information on existing districts should contact the Commission.

INTRODUCTION

What is a historic district? According to the National Register Bulletin (#16A), a technical manual on identifying and designating historic resources published by the National Park Service, a historic district is a "significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development". The definition is deliberately broad so as not to exclude unconventional areas which, though they may not conform to the usual standards or appearance of a district, are nonetheless significant. The Mullica River/Chestnut Neck Historic District, with its aggregation of Revolutionary War sites, villages, river landings, bridges and rural industrial remnants, is a good example of an unusual district in the Pinelands.

Minimally, a district can constitute simply two or more adjacent or proximate properties which are somehow historically affiliated. Rarely, however, are such small areas designated as historic districts. The more orthodox district is generally at least a small settlement, or a definable portion of a settlement, with a series of structures historically interrelated in some way. The areas identified as having historic district potential in this study are locales with a "sense of place" which can be reasonably perceived in the public mind as reflective of a period in the past. They contain a cluster of old structures which are historically associated - stylistically, functionally or

temporally - and intact or only moderately altered in their appearance. They also include larger settlements, such as Hammon-ton, which show an evolution of building styles reflecting the community's cultural, ethnic and economic changes over time.

Judgments about historic district potential were based primarily upon the criteria of eligibility for Pinelands Designation, which are virtually identical to those of the New Jersey and National Registers of Historic Places. Greater specificity was required, however, because these criteria pertain not only to districts or other aggregations of resources, but also to individual buildings, objects and archaeological sites. Thus characteristics peculiar to districts were also used. These include the degree of contiguity of the historical structures as well as their past association, the amount of intrusive modern building and the ratio of new to old, and the historic architectural integrity of the old structures.

The list of places examined in this study was drawn from place names that occur either on the USGS quadrangle maps (7.5 minute series) or on historic maps and from other place names reviewed by the Pinelands Commission as candidate Pinelands Towns and Villages (existing settled areas suitable for infill development at a higher density than elsewhere locally). All of the identified potential historic districts are felt to meet one or more of the criteria of eligibility for Pinelands Designation and have a sufficient concentration of historic structures and

features to merit serious consideration as districts. Readers should be aware, however, that this listing is limited to potential historic districts, not to potential historic sites. In most municipalities there are likely to be individual structures which, either through architectural distinction or historical association, are eligible for Pinelands Designation. Some of them may be eligible as part of a "theme" (e.g., cranberry packing houses erected prior to a certain date) which has historic significance in the region. Many of these buildings will be located in settlements which do not appear to have the attributes suitable for historic district status. The fact that there is no historic district within a settlement, however, does not mean that there are no historic structures. The Richards mansion in Atco, originally the residence of a nineteenth century glass factory owner, is a good example of a building with both architectural and associational significance in a village which may no longer be appropriate as a historic district.

This study essentially constitutes a preliminary assessment of historic district potential based almost solely on architectural values. The only historic documentation that was consulted was the information in the Commission's cultural resource inventories and a 1988 review of historically sensitive areas within existing Pinelands Towns and Villages. Areas which may be eligible for designation based on a strong historical affinity with a significant person or event are not addressed. Moreover,

the archaeological potential of the places visited is treated in only a cursory fashion, an unfortunate necessity in such a large scale survey. Many of these communities, however, including some which may not be eligible on their architectural merit, are likely to contain archaeological deposits and features capable of providing invaluable research information. The eighteenth century settlements of Washington and Mount in Wharton State Forest are good examples of sites with no extant architecture, but with considerable archaeological potential.

The present survey, while comprehensive, is not necessarily exhaustive and is not a definitive determination of every locale which may qualify for designation. Small, remote areas which may have lost or never achieved a "place name" attribution may well possess cultural significance and be eligible for historic district status. Furthermore, this study has identified several historic districts (two agricultural areas and one historic roadway) which are not settlements at all. It is very likely that other such districts, which do not have a traditional village as their focal point, can also be identified in the Pinelands.

In the great majority of cases, the potential for a historic district hinged on the assessed architectural significance of a long settled Pinelands community, be it a full village or simply a residential cluster at a crossroads. "Architectural significance" does not necessarily mean, however, pristine representatives of recognized "high styles". Very modest examples of

functional "vernacular" styles with little or no adornment can qualify for historic district status, particularly if they represent indigenous design themes or are emblematic of events or activities that affected the evolution of culture in the region. A modest amount of alteration to buildings does not deprive a district of architectural significance either, since this is to be expected in an evolving community.

Fixing the boundaries of a historic district can often be problematical, particularly in rural areas where settlement borders are often not clearly defined. Only a few Pinelands settlements, such as Egg Harbor City, Woodbine and Lakehurst, are legally incorporated. Most are portions of a larger municipality and a few even cross municipal lines. In many of the potential districts, development only gradually tapers off as one travels outward from the hub area and buildings become more widely spaced. The distinction between buildings within a settlement and outliers can be blurred. For this reason, the boundaries delineated herein for historic districts are necessarily judgmental. They are intended, however, to incorporate all the buildings, structures and features that are historically and spatially integrated into a unified, recognizable "place", while employing visible landmarks (roads, streams, etc.) to the extent possible as district delimiters.

Even with careful application of the criteria, determinations as to historic district eligibility and configuration are

open to interpretation. Differences can arise even among experienced preservationists as to the proper borders, period of significance, requisite historic integrity, etc. A number of settlements examined in this study possessed either small clusters of well-preserved and historically affiliated buildings or scattered examples of such structures interspersed with modern buildings or features. Some of these were not felt to be eligible for district status because they were simply too small or too diffused to impart a sufficiently compelling historic sense of place. Local citizens may well have a more acute, and more accurate, sense of their own heritage, however, and may wish to preserve the monuments of their past, even though they may be few and far between. Adherence to a precise standard as to the proper size, context and content of a historic district is not necessarily the best strategy for preservation in all cases. The Pinelands Commission stands ready to assist municipal officials and residents who seek to protect the historically significant resources they have identified, be they sites, objects, areas or districts.

SETTLEMENTS REVIEWED FOR THEIR
HISTORIC DISTRICT POTENTIAL

BASS RIVER

Allentown
Beaver Run
Calico
East Wading River
Harrisville
Leektown
Martha
New Gretna
Simms Place

BERKELEY

Charlieville

BERLIN

Bishops

BUENA

Buena
Landisville

BUENA VISTA

Collings Lake
East Vineland
Five Points
Milmay
Newtonville
Pancoast
Richland

CHESILHURST

Chesilhurst

DENNIS

Belleplain
Eldora
North Dennis

EAGLESWOOD

Stafford Forge

EGG HARBOR CITY

Clarks Landing
Egg Harbor City
Gloucester Furnace

EGG HARBOR TOWNSHIP

Bargaintown
Cardiff

ESTELL MANOR

Estell Manor
Estellville
Head of River
Oakville

EVESHAM

Crowfoot
Pine Grove

FOLSOM

Folsom

FRANKLIN

Blue Bell
Chewville
Downtown
Piney Hollow
Plainville
Star Cross

GALLOWAY

Cologne
Germania
Pomona
South Egg Harbor City
West Egg Harbor City

HAMILTON

Carmantown
Carmontown
Catawba
Emmelville
Gigantic City
Gravelly Run
Laureldale
McKee City
Mizpah
Reega
Thelma
Walkers Forge
Weymouth

HAMMONTON

Da Costa
Dutchtown
Hammonton
Rosedale

JACKSON

Colliers Mills
Grayville
Holmansville
Legler

JACKSON (Continued)

Van Hiseville
Whitesville

LACEY

Bamber Lake
Cedar Crest
Red Oak Grove

LAKEHURST

Lakehurst

MANCHESTER

Beckerville
Buckingham
Bullock
Keswick Grove
Ridgeway
Roosevelt City
Wheatland
Whiting

MAURICE RIVER

Bricksboro
Cumberland
Delmont
Dorchester
Halberton
Hesstown
Leesburg
Manumuskin
Neville Heights
Ormond
Port Elizabeth

MEDFORD

Birchwood Lakes
Chairville
Dixontown

MEDFORD (Continued)

Fairview
Lake Pine
Melrose
Oakwood Lakes
Pipers Corners
Taunton Lake

MONROE

Berryland
Cecil
New Brooklyn
Williamstown

MULLICA

Amatol
Colville
Devonshire
Elwood
Nesco-Wescoatville
Pleasant Mills
Sweetwater
Weekstown

NEW HANOVER

Pointville

OCEAN

Brookville
Howardsville
Wells Mills

PEMBERTON

Browns Mills
Magnolia
Mount Misery
New Lisbon
Scrapetown

PLUMSTED

Archers Crossing

SHAMONG

Dellette
Flyatt
Fruitland
Hampton Furnace
Hampton Gate
Indian Mills
Small

SOUTH TOMS RIVER

South Toms River

SOUTHAMPTON

Buddtown
Ong
Retreat

STAFFORD

Warren Grove

TABERNACLE

Bozarthtown
Fox Chase
Friendship
High Crossing
Moores Meadows
Oak Shade
Oriental
Sooy Place
Tabernacle
White Horse

UPPER

Middletown
Petersburg
Steelmantown
Tuckahoe

WASHINGTON

Bulltown
Crowleytown
Green Bank
Hermann City
Jenkins
Lower Bank
Maxwell
Mount
Penn Place
Sandy Ridge Bogs
Speedwell
Turtle Creek
Tylertown
Wading River
Washington
Whitestown

WATERFORD

Atco
Chew
Dunbarton
Jackson
Louden
Parkdale
Pestletown

WEYMOUTH

Dorothy

WINSLOW

Ancora (Spring Garden)
Bates Mill
Blue Anchor
Braddock

WINSLOW (Continued)

Cedarbrook
Elm
Florence
Murphy
New Freedom
Penbryn
Tansboro
Waterford Works
Williamstown Junction
Winslow

WOODBINE

Mount Pleasant
Woodbine

WOODLAND

Butler Place
Chatsworth
Dukes Bridge
Jones Mill
Lebanon Glass Works
McDonald
Woodmansie

WRIGHTSTOWN

Wrightstown

SETTLEMENTS WITH AREAS POSSESSING
HISTORIC DISTRICT POTENTIAL

BASS RIVER

New Gretna/Allentown

SHAMONG

Indian Mills+

DENNIS

Belleplain
Eldora*

SOUTHAMPTON

Buddtown*

EGG HARBOR CITY

Egg Harbor City

TABERNACLE

Tabernacle

FOLSOM

Folsom

UPPER

Petersburg
Tuckahoe

HAMMONTON

Hammonton

WASHINGTON

Green Bank
Lower Bank*

LAKEHURST

Lakehurst

WINSLOW

Winslow*

MAURICE RIVER

Bricksboro*
Delmont
Port Elizabeth*

WOODBINE

Woodbine

MONROE

Williamstown

WOODLAND

Chatsworth

MULLICA

Nesco-Wescoatville

+ - As a part of the proposed
"Indian Mills Agricultural
Historic District"

* - Exceptionally well
preserved settlement with
few intrusive elements

**MAPS AND BRIEF DESCRIPTION
OF POTENTIAL DISTRICTS**

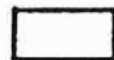
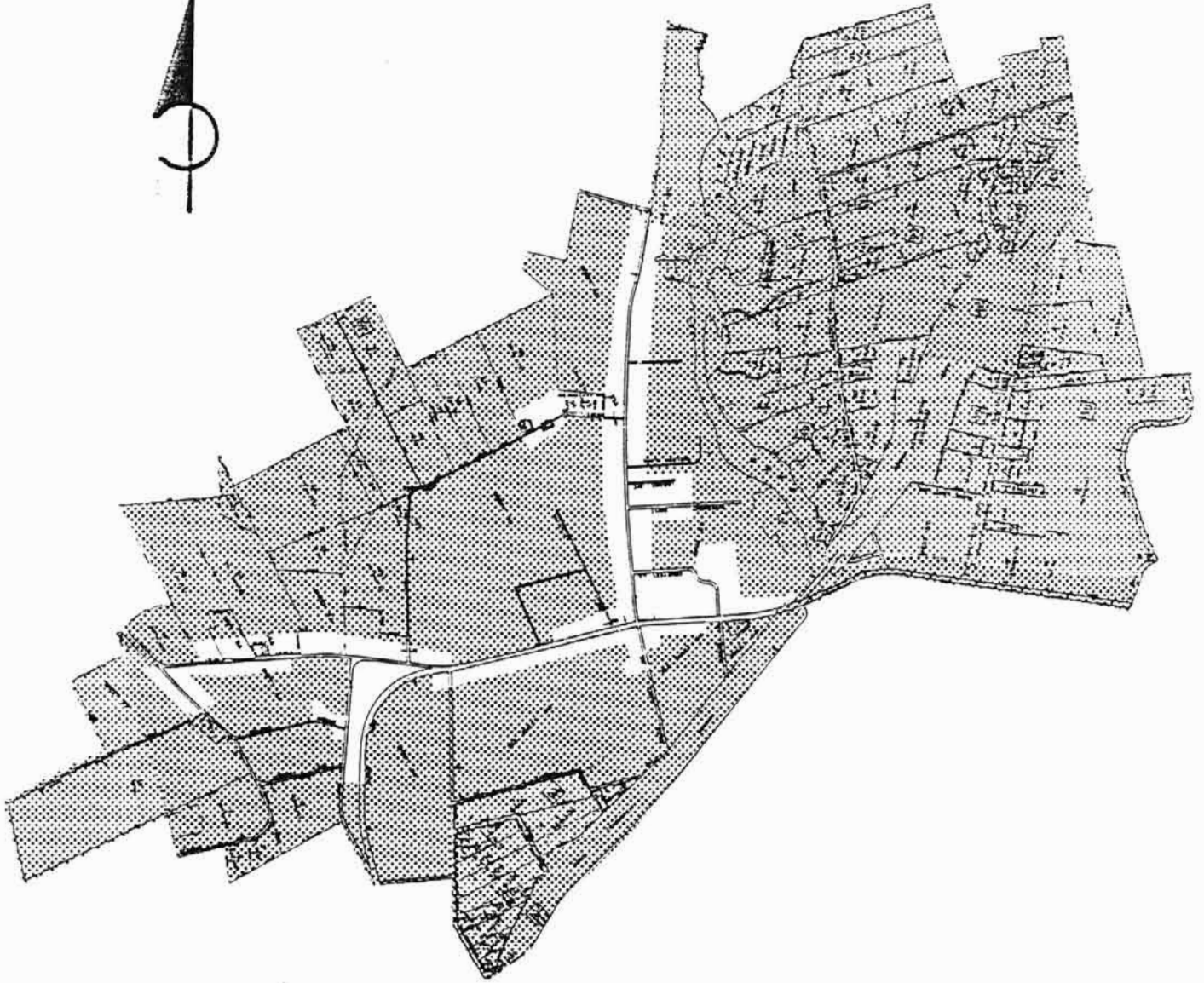
BASS RIVER

New Gretna - Allentown - The village of New Gretna, also called Harmony for a while, is a river town between the Wading and Bass Rivers with a sufficient number of 18th and 19th century structures to delineate a historic district. By 1849 there was already a well established hamlet here with over thirty buildings.

Allentown is a residential strip along Rt. 679 as one travels north directly out of New Gretna. There are well preserved frame houses in this portion of the settlement dating from the earlier to the latter 19th century.

The potential historic district forms something of an inverted "T", which meets at the intersection of Rts. 9 and 679. The district's northern terminus could be Mink Path Road. It proceeds south slightly beyond the Rt. 9 intersection, incorporating some 19th century residences on several side roads. On Rt. 9 the district might extend east to the Garden State Parkway and west in both directions beyond the Rt. 542 - Rt. 9 fork. A small wooded area fronting on the north side of Rt. 9 between Rts. 679 and 542 has been excluded.

NEW GREYNA



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

1" = 2065.'

SOURCE: TOWNSHIP TAX MAP

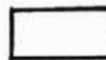
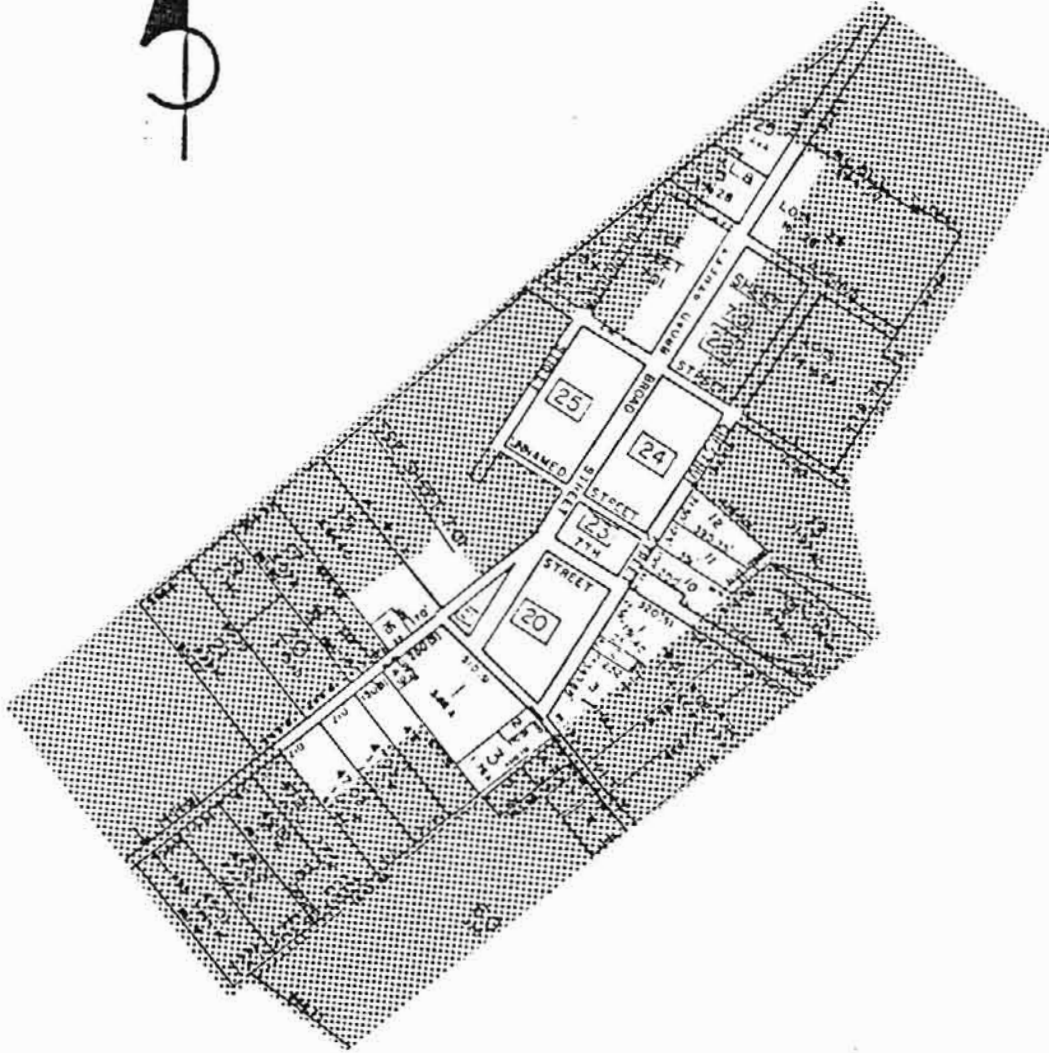
DENNIS

Belleplain - Belleplain is a residential/minor industrial community that developed along the Cape May and Millville Railroad after its construction in 1863. The railroad has long since ceased to operate, and the industries near the old right-of-way are shuttered and decaying.

Belleplain is today almost entirely residential, stretching out in a linear fashion along Hands Mill Road and Head of River Road. The core village is at the intersection of these two roads with Woodbine Road. Here there is a church and a small grid of parallel and perpendicular streets containing 19th and 20th century housing and the abandoned industries and warehouses.

This is also the area of the potential historic district. From the intersection, the district would extend to the southwest along Hands Mill Road for only four lots and only on the south side of the road. To the northeast the district could continue a few lots past East Avenue. The district also includes all of blocks 23-25, i.e., the blocks bounded by Sixth and Seventh Streets and by Washington and Chestnut Streets. A small area on the east side of Chestnut Street and north of Woodbine Avenue may also be included.

BELLEPLAIN

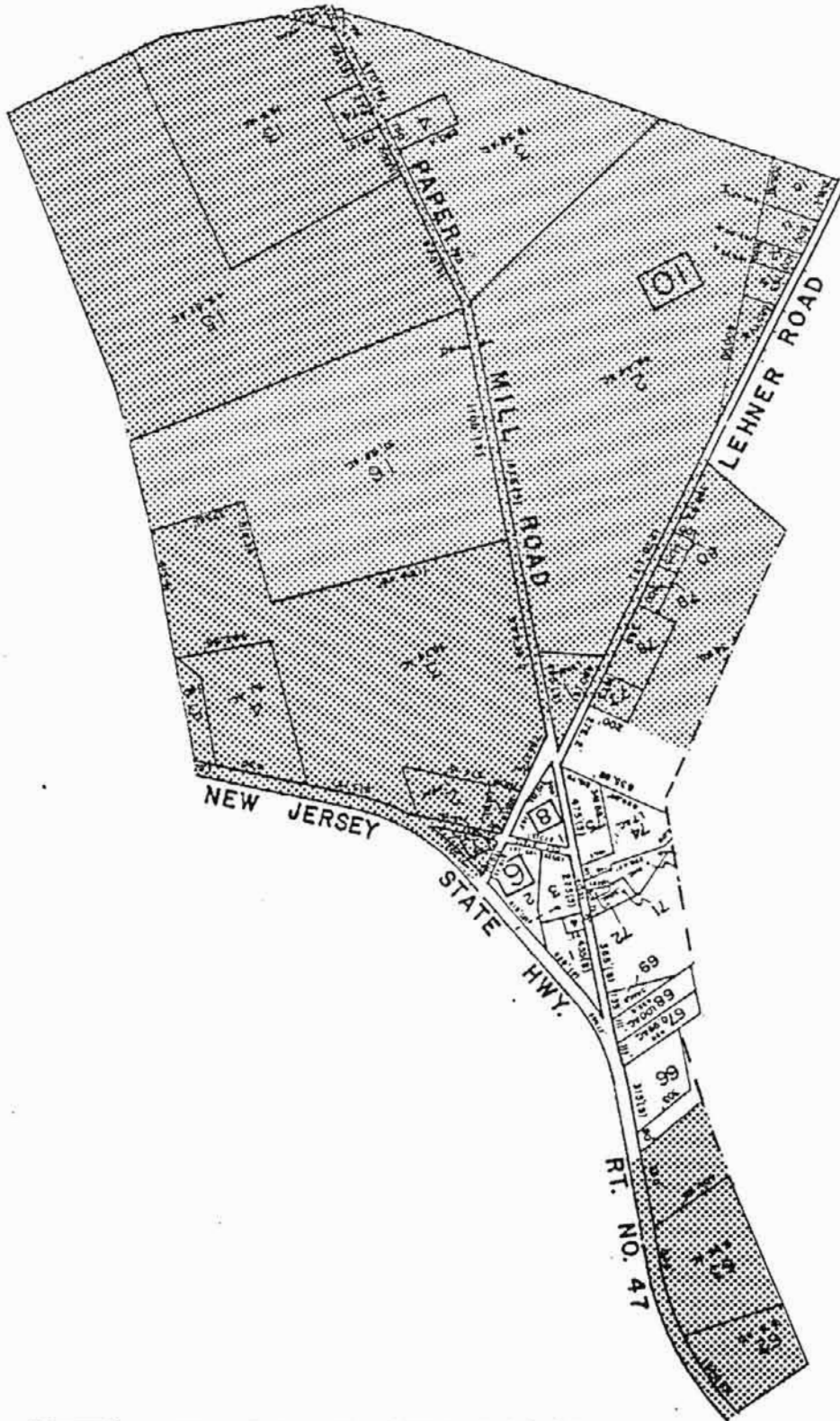


APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

Eldora - This is a small, scattered community in an agricultural area between East and West Creeks in Dennis Township. The village is little changed from its 1872 depiction on the Cape May County map. At that time there were about sixteen houses, a church and a cemetery. The settlement clusters along the intersection of Delsea Drive (State Route 47) and several local roads. A church and cemetery dominate the village center, along with several residences and some commercial outlets along Rt. 47.

Eldora is a well preserved example of a remote 19th century rural agricultural community and is eligible for designation. The potential historic district encompasses the two small, triangular blocks bounded by Rt. 47 (Delsea Drive), Paper Mill Road and Lehner Road as well as some lots on the east side of Paper Mill Road and Rt. 47 south of Lehner Road. This would be a small historic district, but one that serves to acknowledge and protect an exemplary Pinelands community.

ELDORA



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

1" = 800'

SOURCE: TOWNSHIP TAX MAP

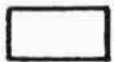
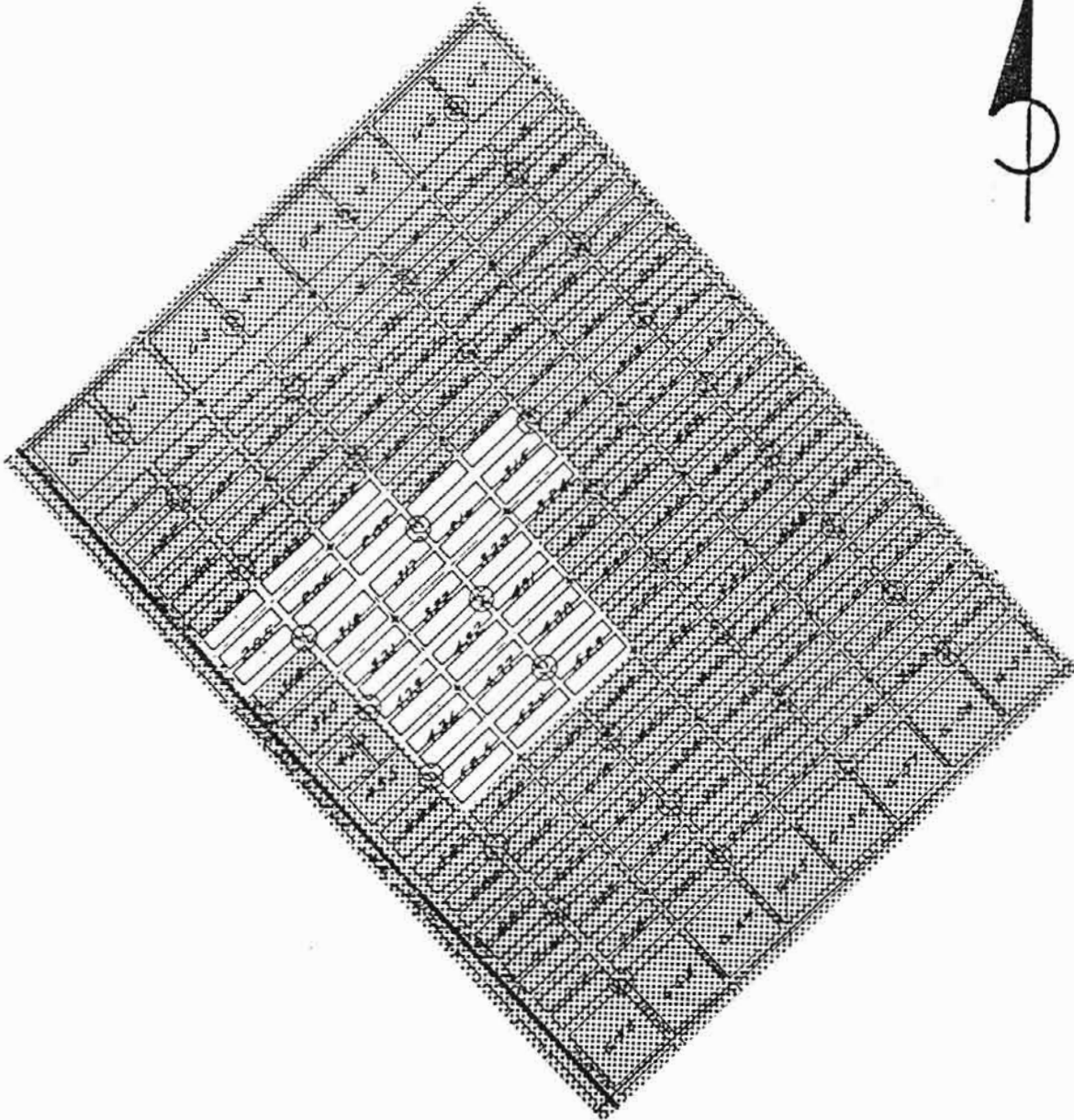
EGG HARBOR CITY

Egg Harbor City - Egg Harbor City is a railroad town that came into existence after the Camden and Atlantic Railroad was built in 1854. By 1872 the town had been significantly developed. The Atlantic County map from that year shows perhaps several hundred buildings, principally along Philadelphia Avenue and five blocks to the east and two blocks to the west. The town is unusual in the Pinelands for the extreme regularity of its street grid. Although the town plan was laid out all the way to the Mullica River, a significant amount of development has only occurred in the southern end of the town near the railroad.

Much of Egg Harbor City contains attractive and well maintained building stock of the 19th and earlier 20th centuries. However, a good portion of that stock has lost its historic integrity due to modern renovations. The potential historic district boundaries describe the area where a relative concentration of well preserved structures remains. The district would be an irregular oblong extending generally from Buerger Street on the north to the White Horse Pike on the south and east-west from Boston Avenue to the alley parallel to and just west of Liverpool Avenue. There are several jogs in the borders in order to accommodate some commercial buildings on Philadelphia Avenue

(Route 563) and a stone industrial structure near the railroad line. The district might extend north of Buerger Street along the alleys on either side of, and parallel to, Philadelphia Avenue, to Campe Street. Along the alley west of Philadelphia Avenue, the boundary continues south to Beethoven Street and then west to the alley west of Liverpool Avenue. From this point the district border would go south to the railroad tracks, then east to Philadelphia Avenue and, finally, north to the White Horse Pike.

EGG HARBOR CITY



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

SOURCE: TOWNSHIP TAX MAP

1" = 1500'

FOLSOM

Folsom - The Borough of Folsom was founded by German immigrants in the first half of the 19th century and for many years was known as New Germany. Its name was later changed to Folsom in honor of President Grover Cleveland's wife. The community developed along an old stage road, the Philadelphia and Mays Landing Road, and prospered when the Reading Railroad line from Winslow to Cape May was built.

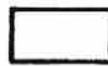
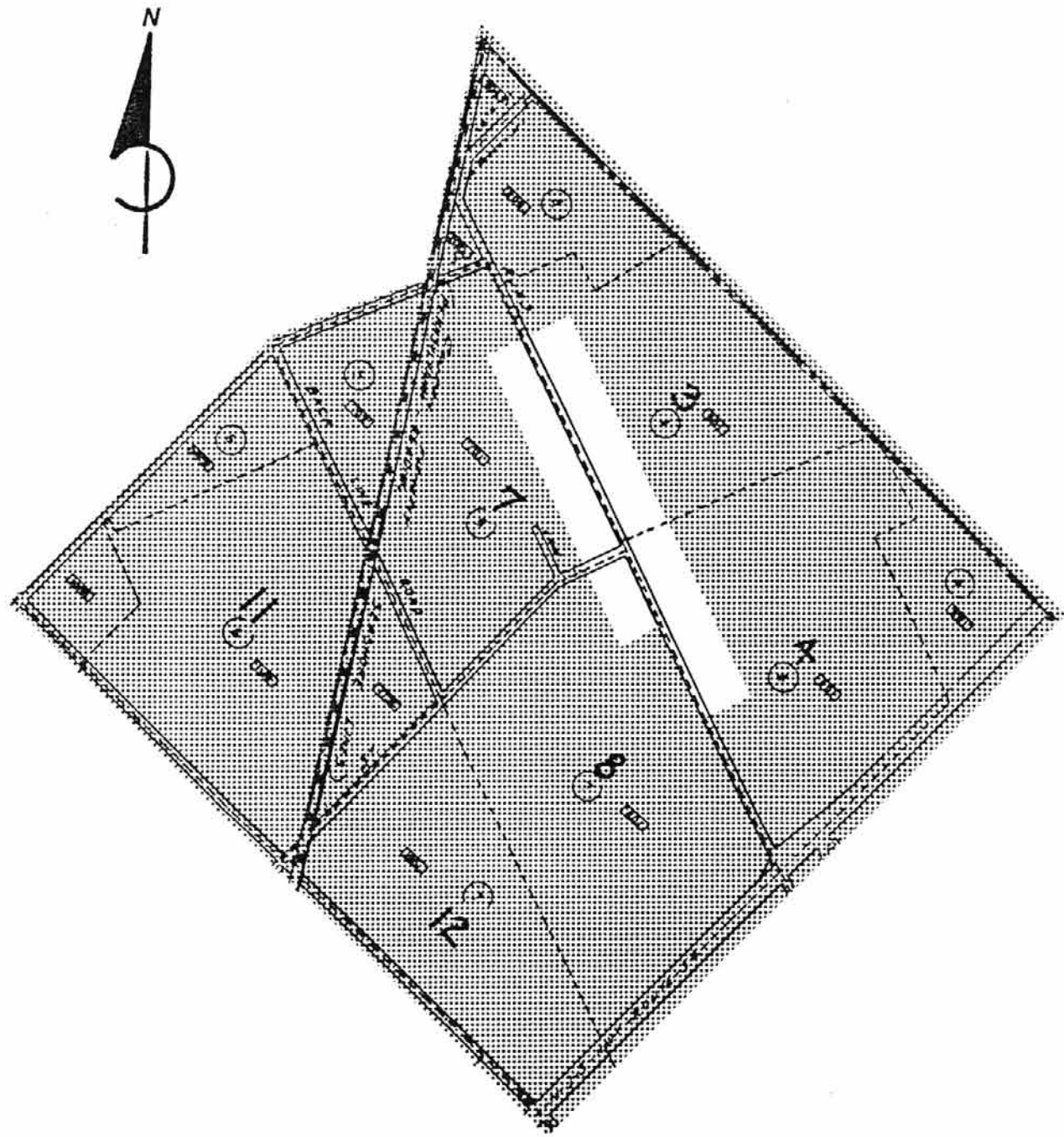
The village is today not greatly changed from its historic plan and appearance, though there has been considerable residential infill along the main road and a small industrial area has developed by the railroad tracks. Bounded by extensive wetlands on two sides, the settlement grew basically in a linear northwest-southeast orientation along what is now Mays Landing-Blue Anchor Road.

The 1872 Atlantic County map shows the same pattern that exists today. There is a widely spaced paper street grid, but the great majority of the development, including a school and about 25-30 houses, is along the old stage road. Except for the relatively recent manufacturing complex by the railroad, a school and two churches (one of which, Zion Reformed Church, has been placed on the State Register of Historic Places), the buildings in the village are almost entirely residential. The older homes are mostly well

preserved, two-story frame structures and, despite the construction of a fair number of modern homes, they impart a strong historic flavor to much of the village.

The potential historic district is a roughly rectangular strip along Mays Landing-Blue Anchor Road. It includes the two churches, which were a focal point of this old, ethnic community, as well as the historic houses which date to Folsom's early years. These houses are about ten in number and are in two small clusters separated by a few more recent dwellings. The district could begin on the north side of the road at a point just beyond the public school property and on the south side at the grounds of Zion church. It would extend northwest to incorporate the early housing, but end well short of the industrial complex.

FOLSOM



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

HAMMONTON

Hammonton - The original site of Hammonton dates to the early 19th century and was located along Hammonton Lake east of the present downtown area. A glasshouse was built here ca. 1815 which continued in operation until after 1840. There were also a sawmill and gristmill here and these activities spawned worker's housing and related facilities.

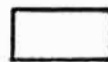
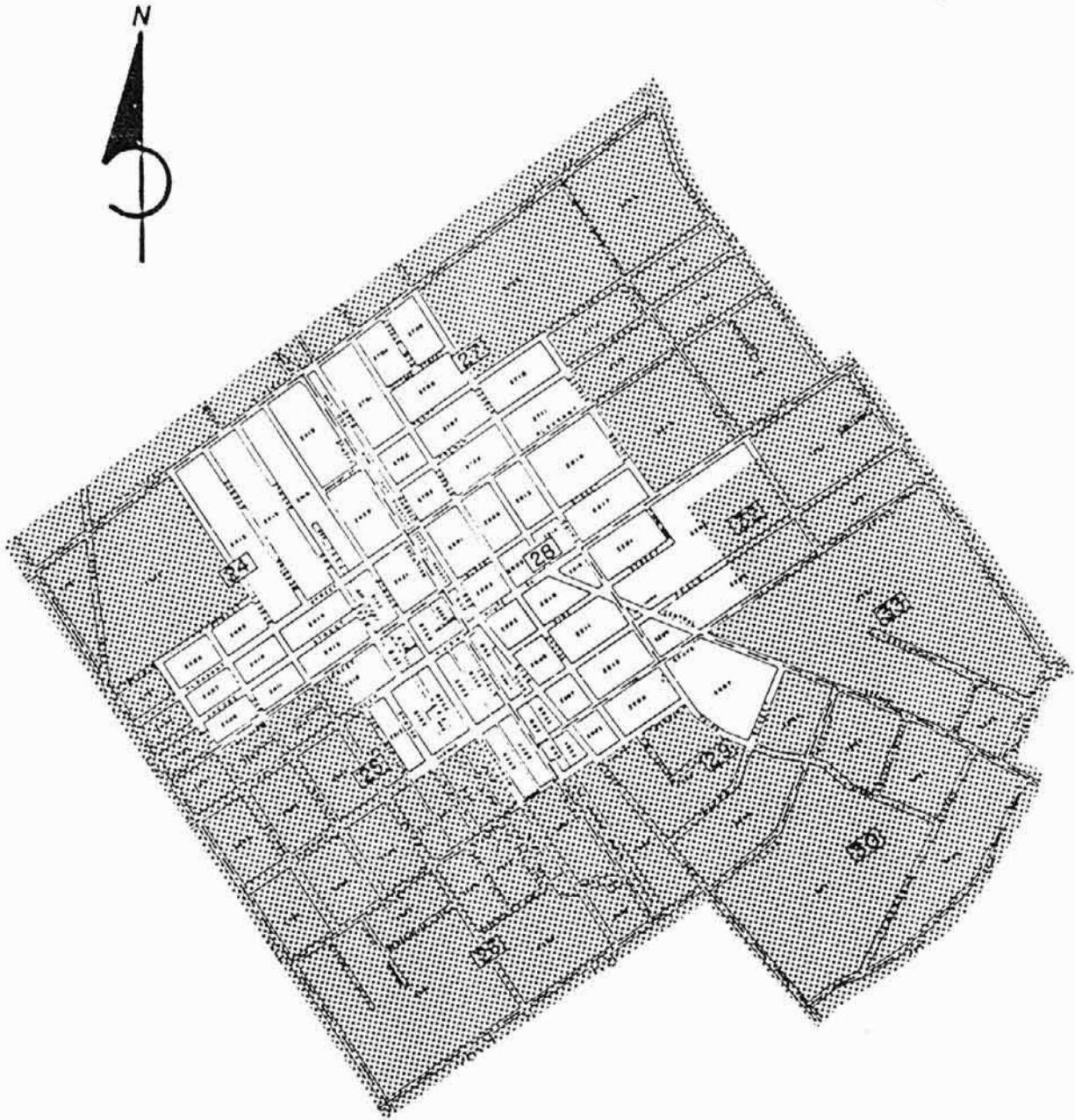
The street grid for present day Hammonton was laid out when the railroad came through in 1854, but the town did not begin to develop until the 1860's. On the 1872 Atlantic County map the grid is readily apparent and there is already considerable development. In the latter 19th century, Hammonton was billed as a health resort, but its prosperity was mainly derived from the surrounding truck farms and orchards.

The potential historic district includes much of the center of Hammonton, with its attractive amalgam of public buildings, stores, churches, schools and homes. The district might extend generally from Thirteenth Street on the north to Line Street on the south and from Tilton Street on the east to as far as Monroe Street on the west. There are likely to be many jogs in the district boundaries, in part to exclude more recent development, but also to include the stately houses along Bellevue Avenue and the characteristic



early 20th century "foursquares" (generally two or two-and-a-half story frame residences that are square or almost square in plan with a hipped roof) on the west side of town. The district also continues east on the south side of Central Avenue to Maple Street in order to pick up the housing in this area.

HAMMONTON



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

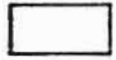
LAKEHURST

Lakehurst - The settlement at Lakehurst traces its origins to the 3rd quarter of the 19th century when a winter resort was established here along the Delaware and Raritan Railroad. The area had been occupied for almost a century prior to that, however. In 1789, David Wright and Caleb Ivins dammed Horicon Branch, thereby forming the present lake, and established Wright's Forge. By the mid 1850's, however, the iron smelting and forging operations, which were joined by saw and grist milling in the early part of the century, had been abandoned.

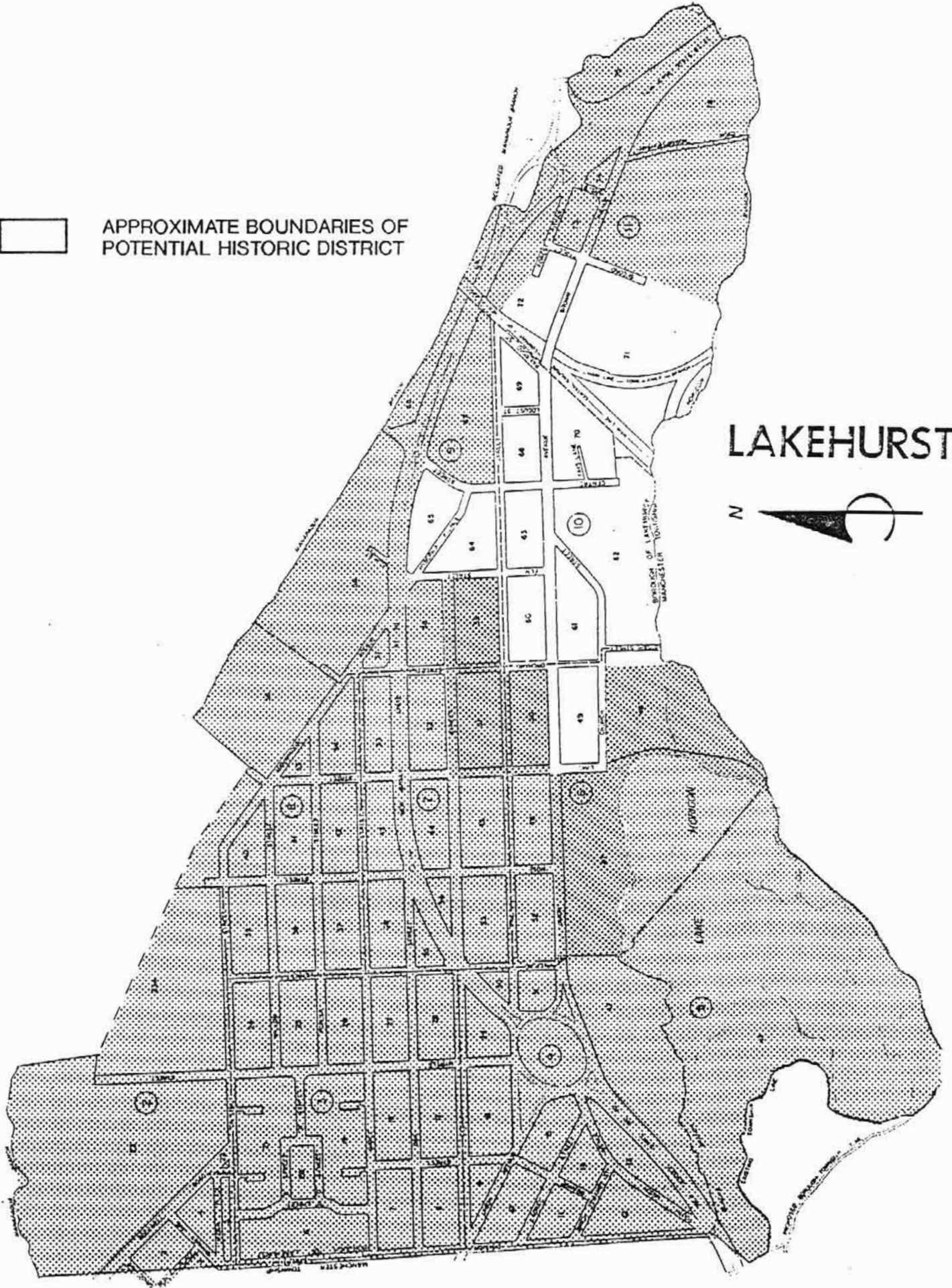
The village of Manchester, renamed Lakehurst in 1897, was laid out in 1863. It owes its origins to William Torrey, who had attempted for years prior to gain a charter for construction of a rail line. In 1856 he received the rights to build a railroad from Raritan Bay to Delaware Bay. Completed in 1860, it was this line that foreshadowed the founding of Lakehurst. The village grew quickly thereafter. By 1872, there was already a cluster of perhaps 40 or more structures appearing on the Ocean County map.

The potential historic district comprises the area of the early settlement generally between the site of the old forge and the railroad line. It would include William Torrey's general store and the commercial area around it as

well as several blocks of predominantly 19th century frame residences. The district could extend from as far west as Lake Street to as far east as Second Street and from Rt. 70 on the north to Lake Horicon on the south. It includes all of blocks 49, 60-65 and 68-70 and portions of blocks 48, and 71 and 72.



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT



LAKEHURST



1" = 875'

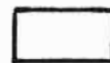
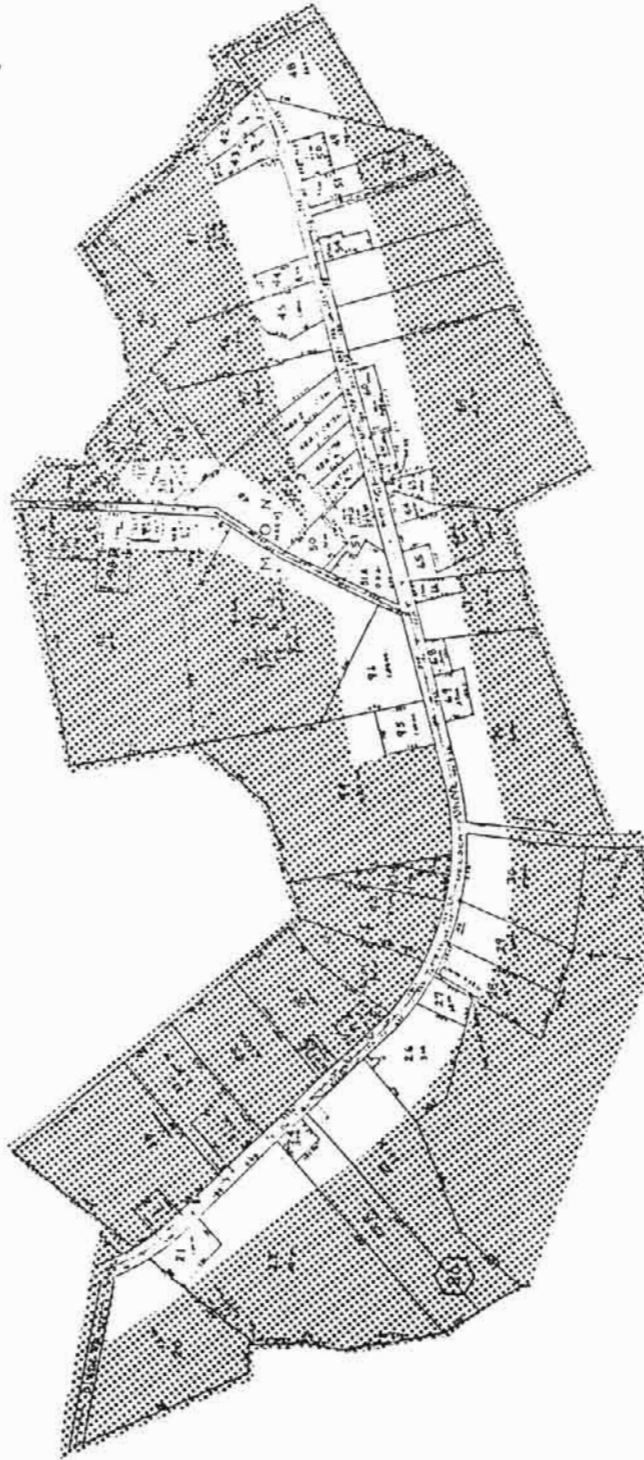
SOURCE: TOWNSHIP TAX MAP

MAURICE RIVER

Bricksboro - See "Port Elizabeth - Bricksboro".

Delmont - Delmont is a small, scattered and ill defined settlement located at a bend in Route 47 (Delsea Drive), between Port Elizabeth and Eldora. In the 19th and earlier 20th centuries, the community was known as Ewings Neck, a neck being a narrow area of fast land between two water courses. The neck shows up most clearly on the 1876 county map, jutting into a marshy area just north of the Delaware Bay. At this time, the village possessed a Methodist Episcopal church, a schoolhouse on Belleplain Road and perhaps thirty homes. The schoolhouse also appeared earlier on the 1862 county map along with about seventeen scattered residences. The potential historic district would follow along Delsea Drive from Glade Road on the west to a point not far beyond Horner Road on the east. From Glade Road almost to Belleplain Road the district might only include the structures on the south side of Delsea Drive. The district also extends up both sides of Belleplain Road, a short distance beyond the old schoolhouse.

DELMONT



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

SOURCE: TOWNSHIP TAX MAP

1" = 700'

Port Elizabeth - Bricksboro - Among the most beautifully preserved 19th century communities in the Pinelands, Port Elizabeth and Bricksboro lie adjacent to each other along the Maurice River a short distance upstream of two other picturesque settlements, Dorchester and Leesburg. Port Elizabeth has played a particularly prominent role in the history of the Pinelands. It was founded in 1785 as a riverside settlement, but enjoyed its greatest prosperity after the building of two glasshouses here at the turn of the 19th century. The earlier of these two, the Eagle Glass Works founded in 1799, was the first glass manufactory in what is now the Pinelands National Reserve. This industry grew to become one of the mainstays of the south Jersey economy in the 19th century and remains prominent today west of the Pinelands in Salem and Cumberland Counties. An important commercial center locally at the time, the town was served by a spur line of the Pennsylvania Railroad.

Bricksboro is a smaller settlement south of Port Elizabeth on Delsea Drive, just north of Muskee Creek. The site provided another port facility for the larger village upstream.

Port Elizabeth-Bricksboro is an excellent example of a 19th century river port and a glass manufacturing center and is clearly eligible for Pinelands designation. The historical area has two distinct components and could be considered

either jointly or separately. They are presented together here because of the historical association of the two settlements and the homogeneity of their building stock.

The Port Elizabeth section could begin at the juncture of Delsea Drive, Second Street and Ferry Lane and continue north to Baptist Lane and the river's edge. The Bricksboro section might include all of Market Street and portions of Union, Water and Front Streets as well as a small area on the east side of Delsea Drive.

MONROE

Williamstown - The heyday of Williamstown was in the 19th century when the Williamstown Glass Works was in operation. The glass works was the product of a merger between Free Will Glass Company and the Washington Glass Works. The combined operation continued in business until about 1917.

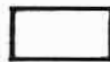
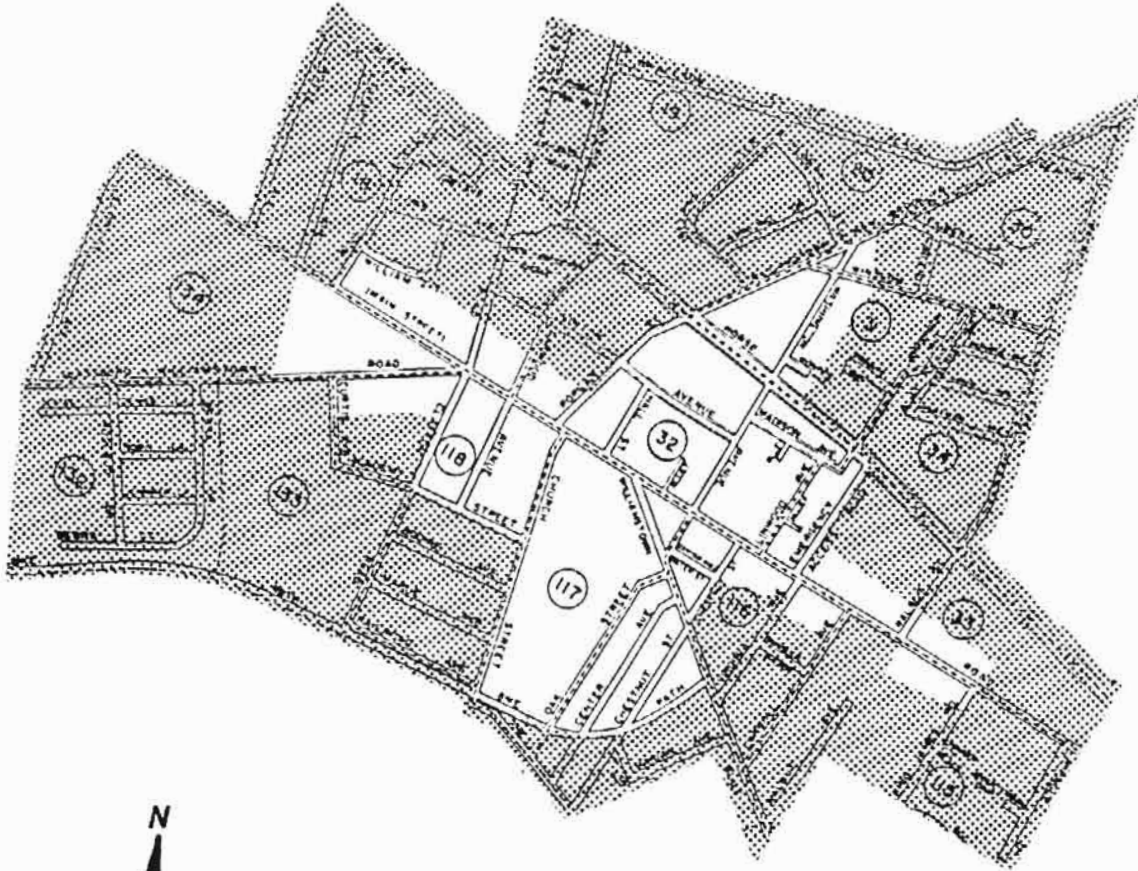
The glass factory was a sprawling complex of at least nineteen buildings spread out over several blocks of what is now the downtown. The factory was ringed with housing for the workers which mingled with shops, churches, various other buildings and the railroad line that brought raw materials to the factory and carried out the finished product, mostly medicine and beverage bottles.

Of the factory complex only the library remains unaltered, still in its original location at the corner of Main and Library Streets. A few other of the buildings may have survived from the era, but in a much altered state. The downtown area, however, is quite well preserved and evocative of the period when the glass works dominated the local scene. Mid-19th to early 20th century dwellings, stores and public buildings make up a majority of the building stock and convey a distinctive historic aura. The edges of the potential historic district were, however, difficult to define in several areas because of the mix of earlier and

later buildings. Easily visible landmarks were used to circumscribe the district, but in a few cases historic properties may spill over these boundaries.

The potential historic district focuses on Main Street and may extend as far south as the old rail line (now a bike path) and north beyond the Black Horse Pike at Washington Avenue. It should encompass the commercial area downtown and as much of the contiguous 19th century housing as can reasonably be accommodated. The district boundaries could be extended east and west along Main Street to capture some well preserved frame dwellings that reflect the settlement's prosperous history during the glass era.

WILLIAMSTOWN



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

SOURCE: TOWNSHIP TAX MAP

1" = 1450'

MULLICA

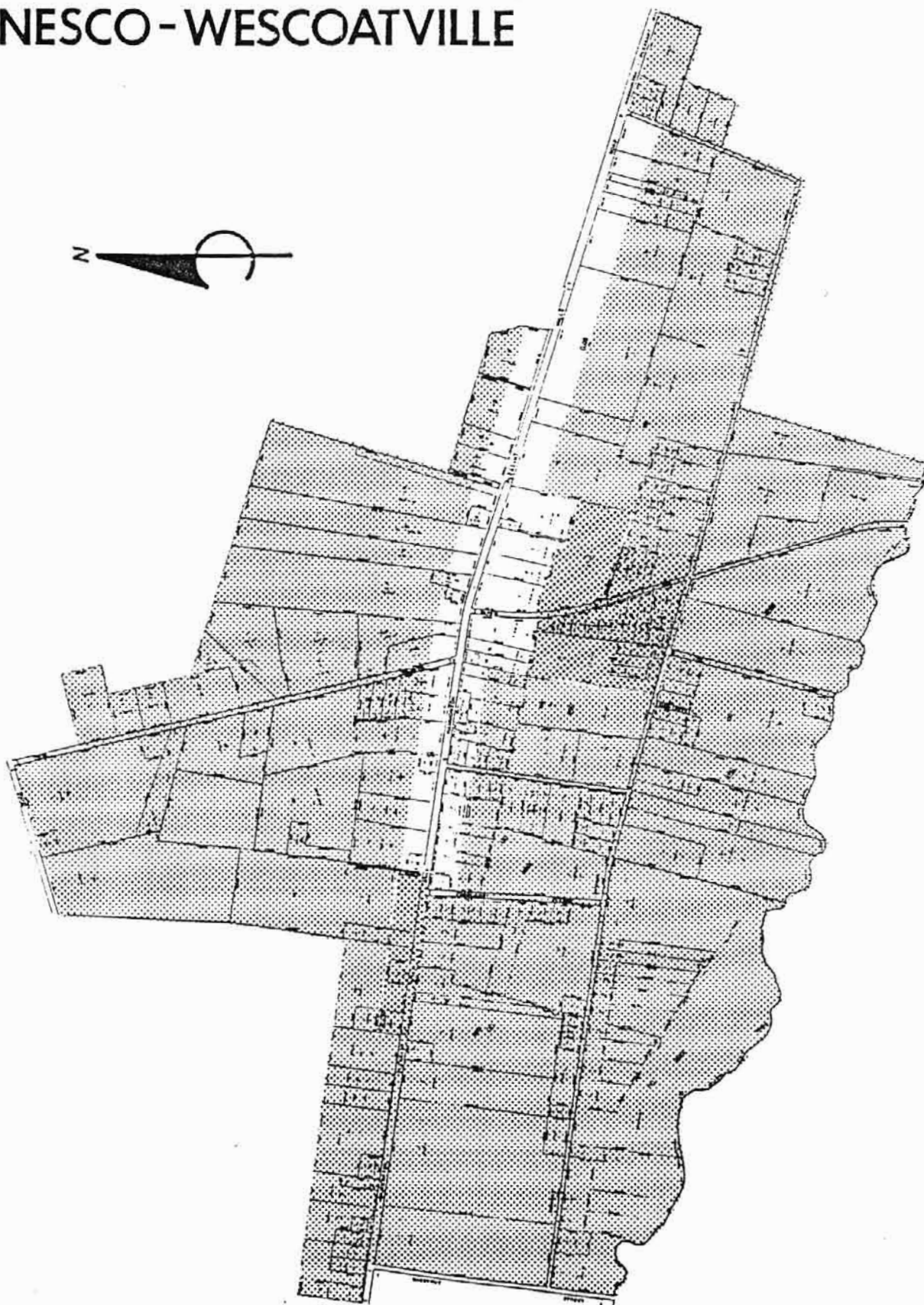
Nesco-Wescoatville - The settlements of Nesco and Wescoatville lie adjacent to each other along Hammonton-Pleasant Mills Road. Although they are today almost indistinguishable, Nesco has a considerably longer and more varied history. Known previously as New Columbia, Nesco began as the site of the Indian Cabin Tavern in the 18th century. By the middle of the 19th century a glasshouse had been built here, near the intersection of Hammonton-Pleasant Mills Road with Columbia Road. The workers lived in houses scattered along these two roads. The factory, which produced window glass, only operated for a short time, lasting from 1845 to 1858. By the time of the 1872 Atlantic County map, the glasshouse is no longer extant and the village has taken on its present appearance. There were a Methodist Episcopal church, a school and about fourteen houses.

Wescoatville developed at a road intersection west of Nesco. It was an area of scattered farmhouses oriented toward Hammonton-Pleasant Mills Road and was initially settled in the 19th century. Most of the farming in this area involved truck farms and orchards.

Nesco and Wescoatville do not seem greatly changed today from their historic appearance, except for some recent residential infill and the loss of the glasshouse complex

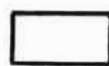
near Columbia Road. The potential historic district describes the area of predominantly 19th century frame housing along Hammonton-Pleasant Mills Road. It would extend from Moores Avenue on the east (though only on the south side of Hammonton-Pleasant Mills Road in this area) to Woodland Avenue on the west.

NESCO - WESCOATVILLE



SOURCE: TOWNSHIP TAX MAP

1" = 1325'



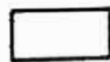
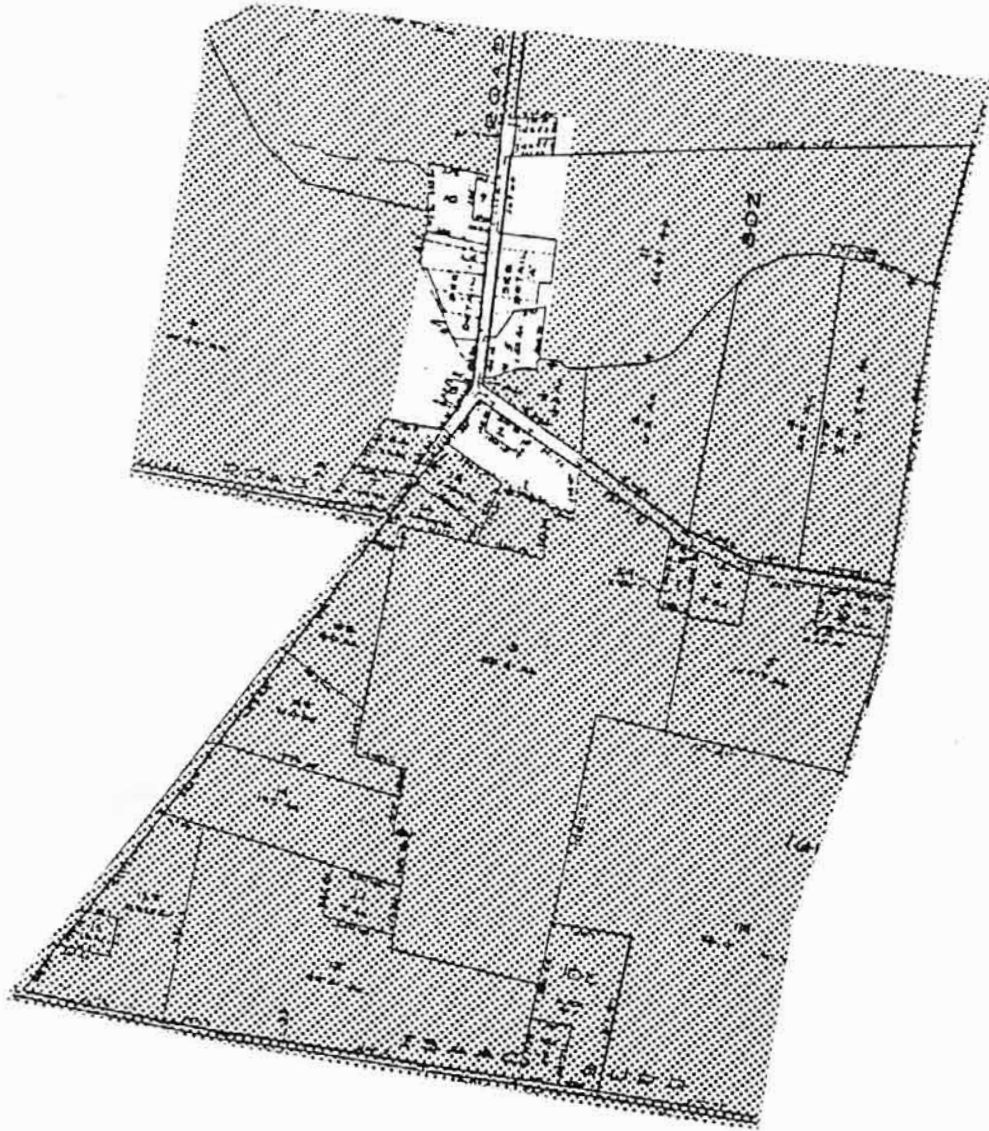
APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT.

SOUTHAMPTON

Buddtown - Buddtown is a small crossroads settlement surrounded by agricultural fields. The village includes a Methodist church and about 25 houses, including a nicely defined historic core at the intersection.

The potential historic district would comprise the church and about twelve other properties. It is mostly concentrated along Ridge Road, but could also include several buildings fronting on Buddtown Road.

BUDDTOWN



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

SOURCE: TOWNSHIP TAX MAP

1" = 950'

TABERNACLE

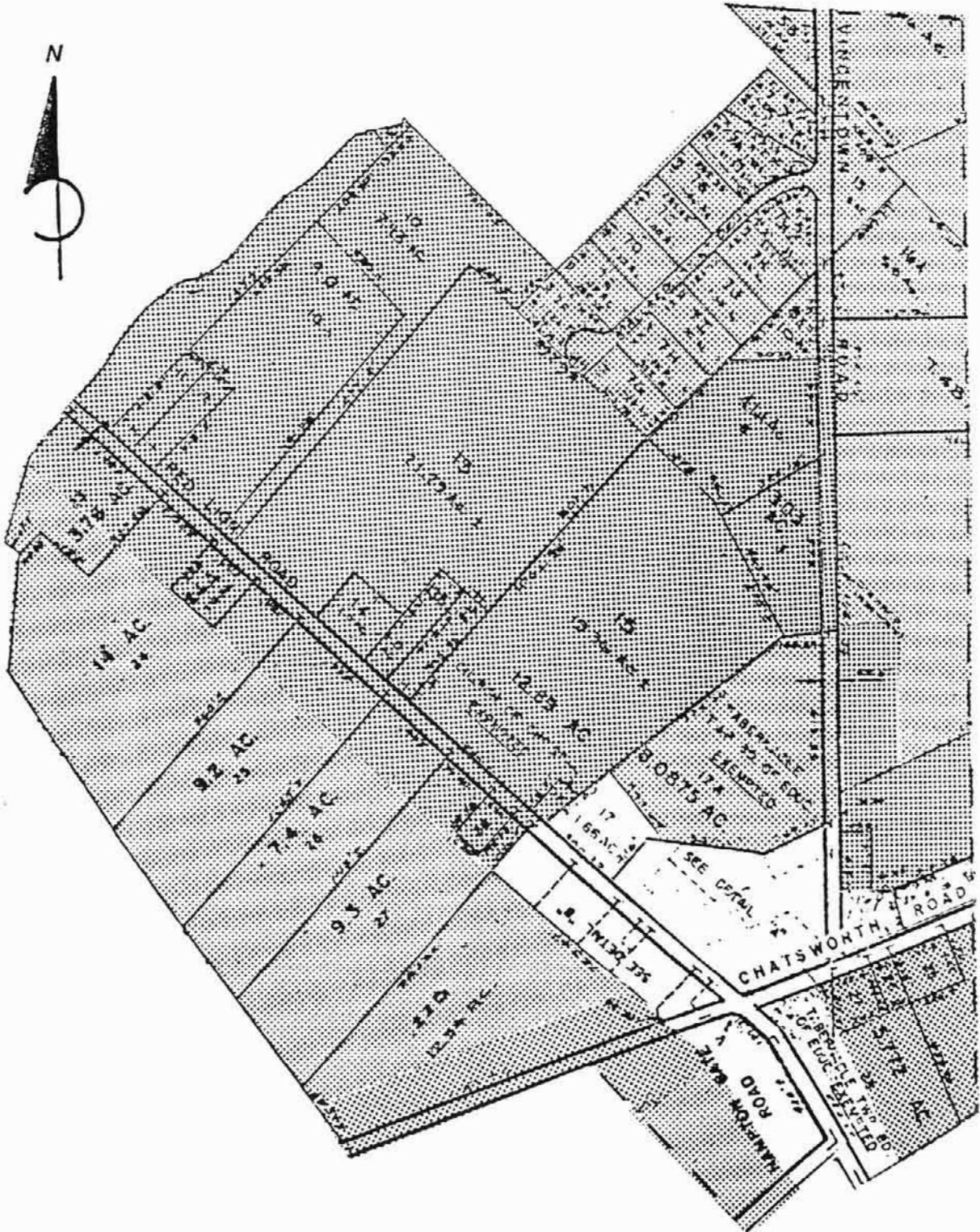
Tabernacle - Tabernacle is a small, 19th century settlement that formed at the intersection of six roads. On the 1849 map of Burlington County it included a church and cemetery, a tavern and about ten to twelve houses. The 1876 county map does not show a great deal of change. Development was still basically limited to a cluster of structures near the intersection and extending for a short distance along Medford Lakes Road, Red Lion Road and New Road.

The present community has still not changed much. Its orientation remains agricultural, as it has since its inception. Because of its stability and rural location, a significant number of early buildings survive and these impart a strong historic sense to the core area near the road intersection. The remainder of the village includes much open agricultural land and a number of more recent structures, principally houses, churches, retail outlets and several schools.

The potential historic district concentrates at the intersection of Rt. 532 with Carranza, New and Flyatt Roads. It would include a cemetery and a cluster of buildings - a church, a general store, the Kemble tavern, a school, the municipal building and some houses. The district could conceivably be extended to incorporate a few other structures,

principally frame dwellings and outbuildings, along the main arteries into Tabernacle, but they are visually separate from the village center.

TABERNACLE



APPROXIMATE BOUNDARIES OF
 POTENTIAL HISTORIC DISTRICT

SOURCE: TOWNSHIP TAX MAP

1" = 560'

UPPER

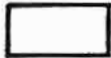
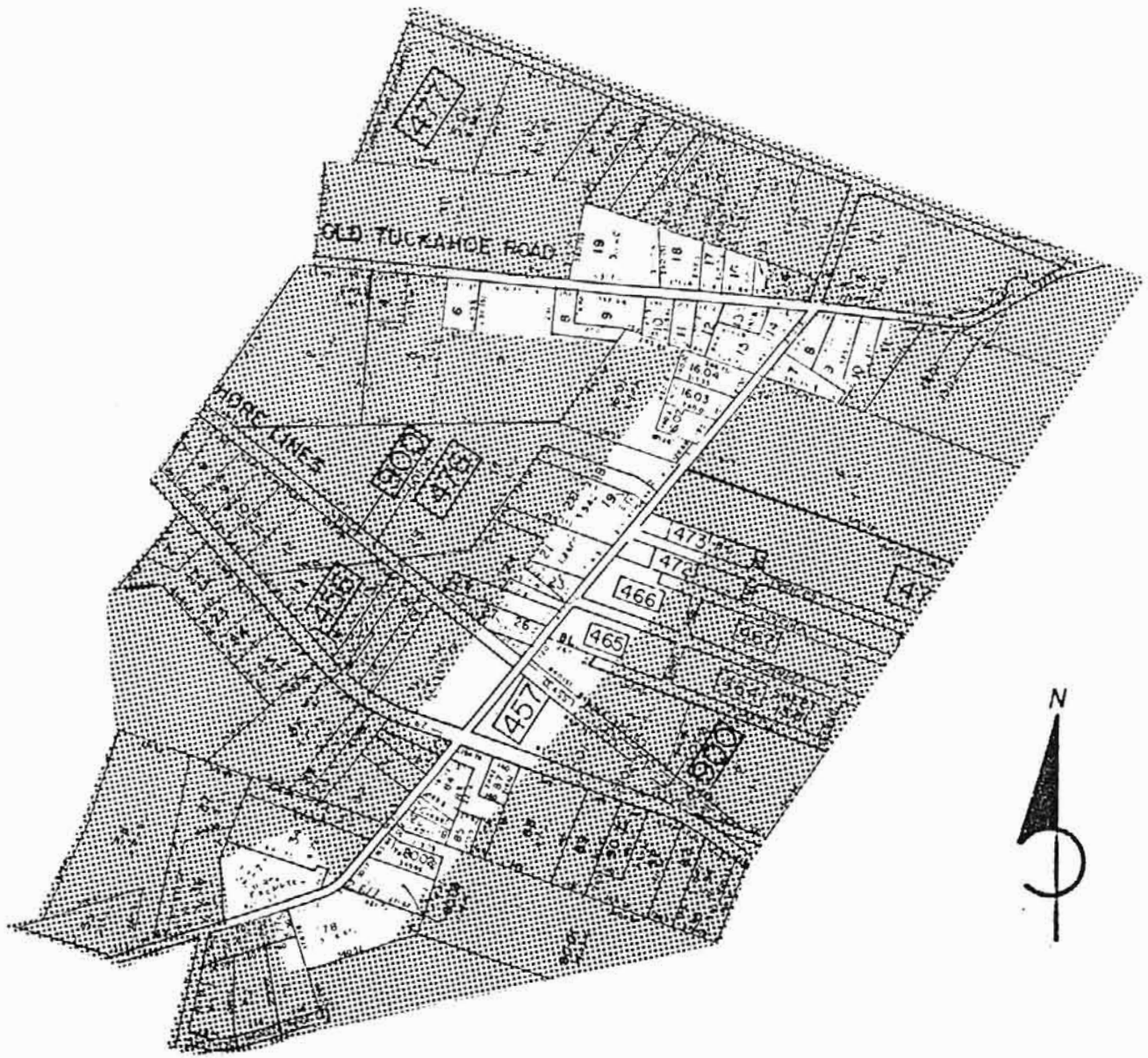
Petersburg - Petersburg lies along Rt. 50 on the west side of Cedar Swamp Creek. The community was founded in the 18th century as a shipbuilding center and this remained the mainstay of the local economy for over a century. Grist grinding and sawyering were also established here, the sawmill being a natural adjunct to the shipbuilding industry. The gristmill was particularly active after some of the nearby meadows were dammed and drained and used for agriculture. The 1872 Cape May County map shows "Petersburg" as a fairly diffused community with a post office, warehouse, two stores, a shoe shop, church, school and about 40 residences.

The potential historic district should focus upon Dennisville-Petersburg Road, along which are most of the surviving 18th and 19th century buildings. The district might begin on the south with the Wesley church and cemetery and continue past the railroad to the intersection at Old Tuckahoe Road, omitting areas of mostly modern intrusion. It could also extend west for a short distance along Old Tuckahoe Road in order to incorporate a series of historic residences.

As a historic district Petersburg is somewhat borderline because of the amount of 20th century development and

because of the lack of a good central focus. However, there is simply too much of historic merit here to ignore.

PETERSBURG



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

SOURCE: TOWNSHIP TAX MAP

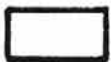
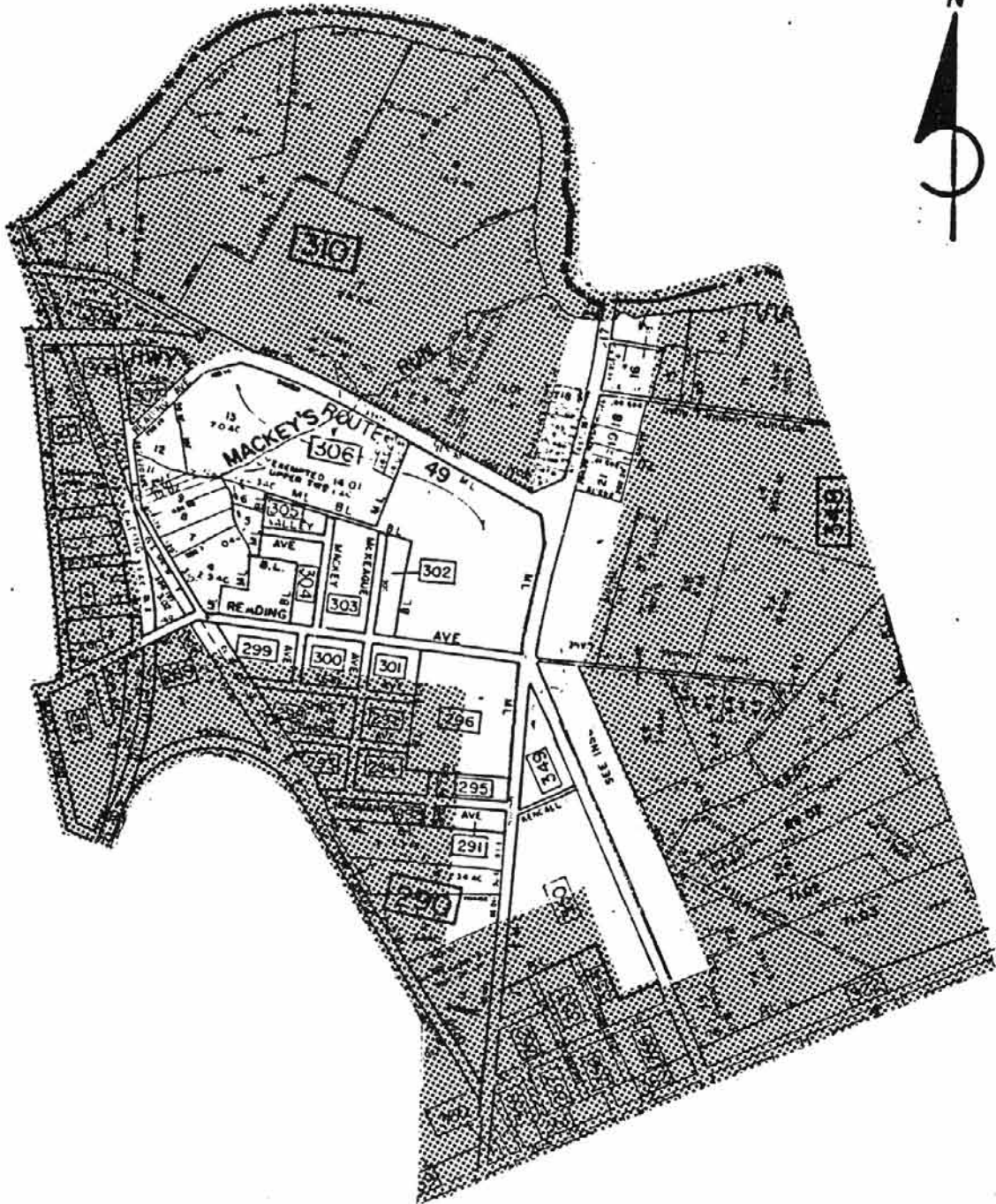
1" = 850'

Tuckahoe - This is a fine example of a 19th century rural river town, though its origins actually extend into the 18th century. The village developed at the intersection of Routes 49 and 50, primarily on the south side of the Tuckahoe River, and was throughout its history oriented toward maritime activities. Shipbuilding was long a major pursuit of the residents, as was fishing in the Great Egg Harbor Bay. The town prospered further after the railroad came through in 1863. The 1872 county map does not show the railroad but does show a heavily developed village with a school and a Methodist Episcopal church clearly delineated. By this time the entire area of Route 50 from the river south beyond the intersection with Mt. Pleasant Road was already fully developed.

The core of the settlement extends along both sides of Route 50 and includes a large number of well preserved and maintained residences and commercial outlets, generally of frame or masonry construction. There are clearly a sufficient number of historic structures here to warrant consideration of historic district status. The tentative district has as its northern terminus the south bank of the Tuckahoe River. It would extend south from here along Rt. 50 to Marshall Road and along Mt. Pleasant-Tuckahoe Road to the municipal building. On the west the district might follow Rt. 49 to Reading Avenue and encompass the railroad

junction and the dwellings on both sides of the southern loop of Reading Avenue.

TUCKAHOE



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

SOURCE: TOWNSHIP TAX MAP

1" = 850'

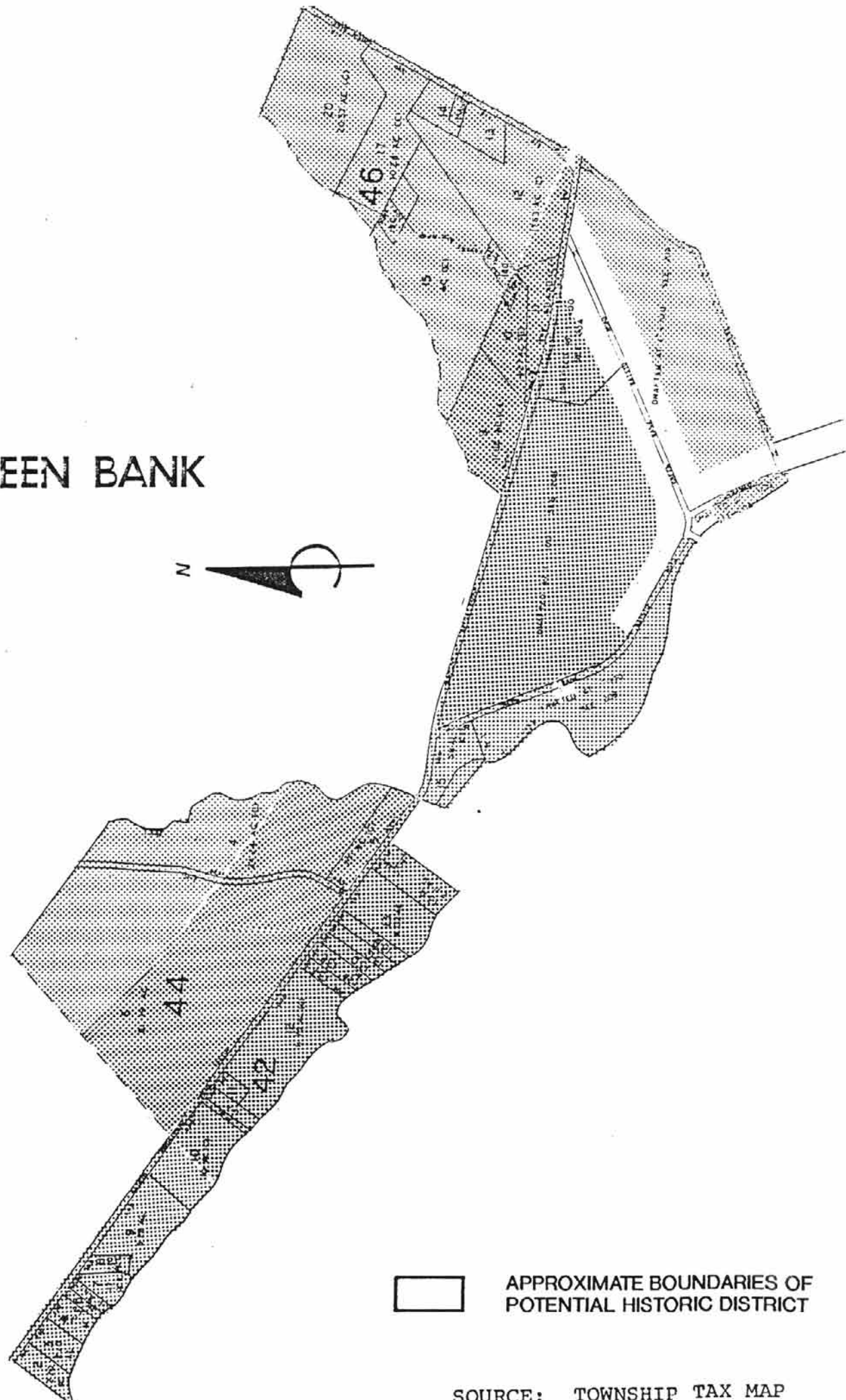
WASHINGTON


Green Bank - Green Bank was founded in the first half of the 18th century and grew in the 19th century when a glasshouse was established and the first bridge here across the Mullica River was built in 1858. The community later spread north to the road between Wading River and Batsto (County Route 542), but on the 1876 county atlas the settlement is still clustered near the river.

The place is not greatly changed from its 19th century appearance. Many of the structures near the bridge and up to Rt. 542 have survived. Though they have been joined by more modern residences, the village retains its historic character to a large degree.

The potential historic district forms a "T" which joins at the intersection of Green Bank-Batsto Road and an unnamed road just north of the bridge over the Mullica. The district would comprise the area of predominantly 19th century frame houses, as well as a church and cemetery, near the river and up Green Bank-Batsto Road to the intersection with Rt. 542.

GREEN BANK



 APPROXIMATE BOUNDARIES OF POTENTIAL HISTORIC DISTRICT

1" = 1100'

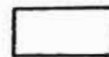
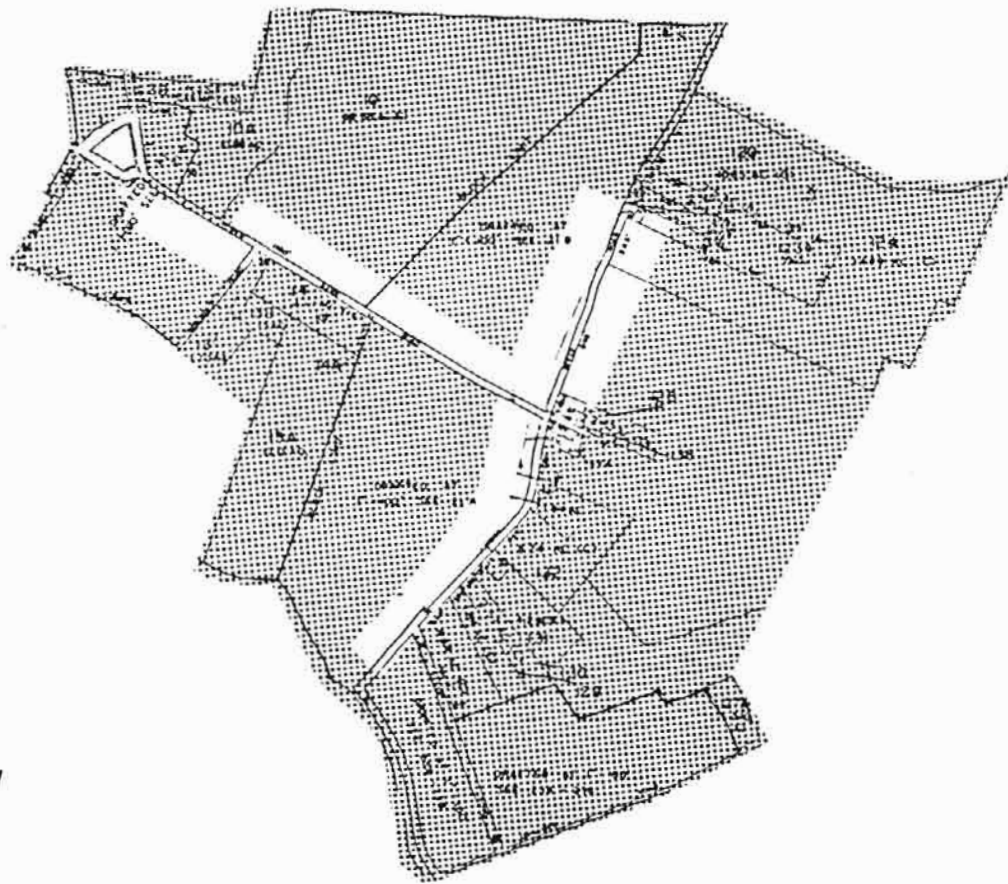
SOURCE: TOWNSHIP TAX MAP

Lower Bank - Lower Bank has the distinction of being one of the most ancient settlements in the region, having grown from a 100 acre parcel owned by Eric Mullica in the late 17th century. By the mid 19th century it was a residential community populated principally by ship captains. Several historic maps from the 1870's show a series of houses along River Road, particularly near its intersection with Church Road, as well as one or two houses on the north side of Church Road.

Although there has been a considerable amount of infill residential development, particularly along the Mullica River, and a boat works has located here, much of Lower Bank has retained its 19th century character. As is the case in nearby Green Bank, the potential historic district is roughly T-shaped, focusing on the intersection of Church and River Roads. It would include two churches and all of the relatively contiguous 18th and 19th century frame residences along these two roads. On the west the district may begin at the Methodist church and cemetery at the outskirts of the village on Church Road. It would continue east, but only on the north side of the road east of Debow Lane, to the River Road intersection and then north-south along River Road where another church and most of the historic dwellings are located. The district would end on the north where the surrounding woodlands begin to predominate. To the south it

could end just north of the bend in the road at the river bank. Most of the development to the south and east of this point is recent residential.

LOWER BANK



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

WINSLOW

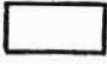
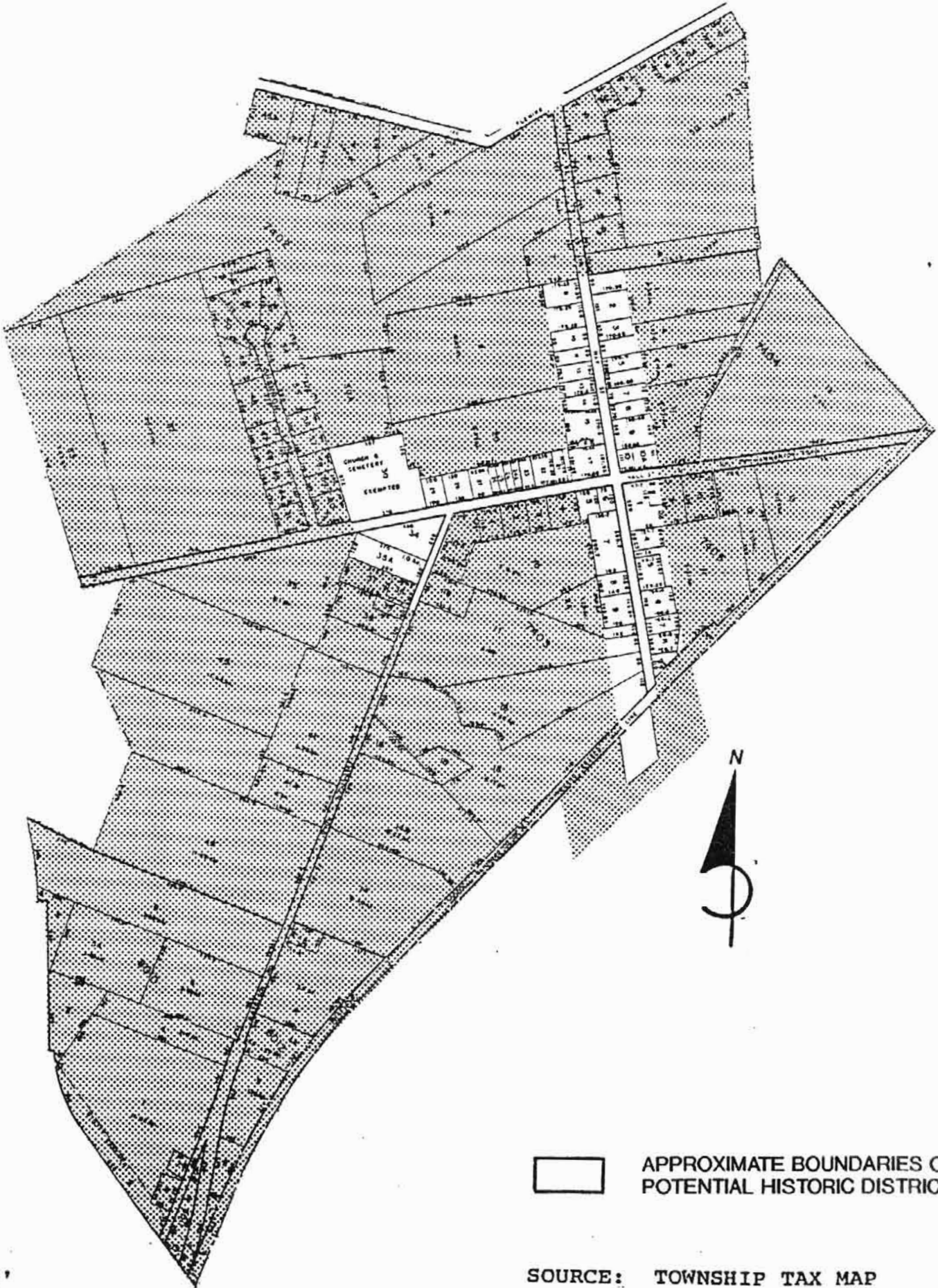
Winslow - Though a small, quiet community today, Winslow was at one time a major glass producing center in the Pinelands. Three glasshouses were located here between 1829 and 1892, two of which produced window glass and one bottle glass. According to the 1857 county map, Winslow was by far the largest community in the area, with over 20 buildings, including a Methodist Church and an Odd Fellows Hall, clustered near the intersection of Holland and Hay Streets. Eventually a spur line of the Delaware and Raritan Railroad was built to accommodate the factories.

Winslow is today mostly residential in character, though there is also much open space presently or formerly devoted to agriculture. Development is most densely clustered around the intersection of Hall and Hay Streets, thinning out from there along Hay Street to the north and Albertson Road to the southwest.

The potential historic district in Winslow might comprise a T-shaped area centering on the intersection of Hall and Hay Streets and spreading from there north about ten lots, south to just beyond the railroad line, west to the church and cemetery and a short distance southwest on Albertson Road. The boundaries should embrace all of the extant historic buildings in the village proper, which are

mostly residential and formerly the homes of the glasshouse workers. A few isolated 19th century farmhouses can be found elsewhere in the vicinity, but these are outliers not directly connected to the settlement.

WINSLOW



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

1" = 645'

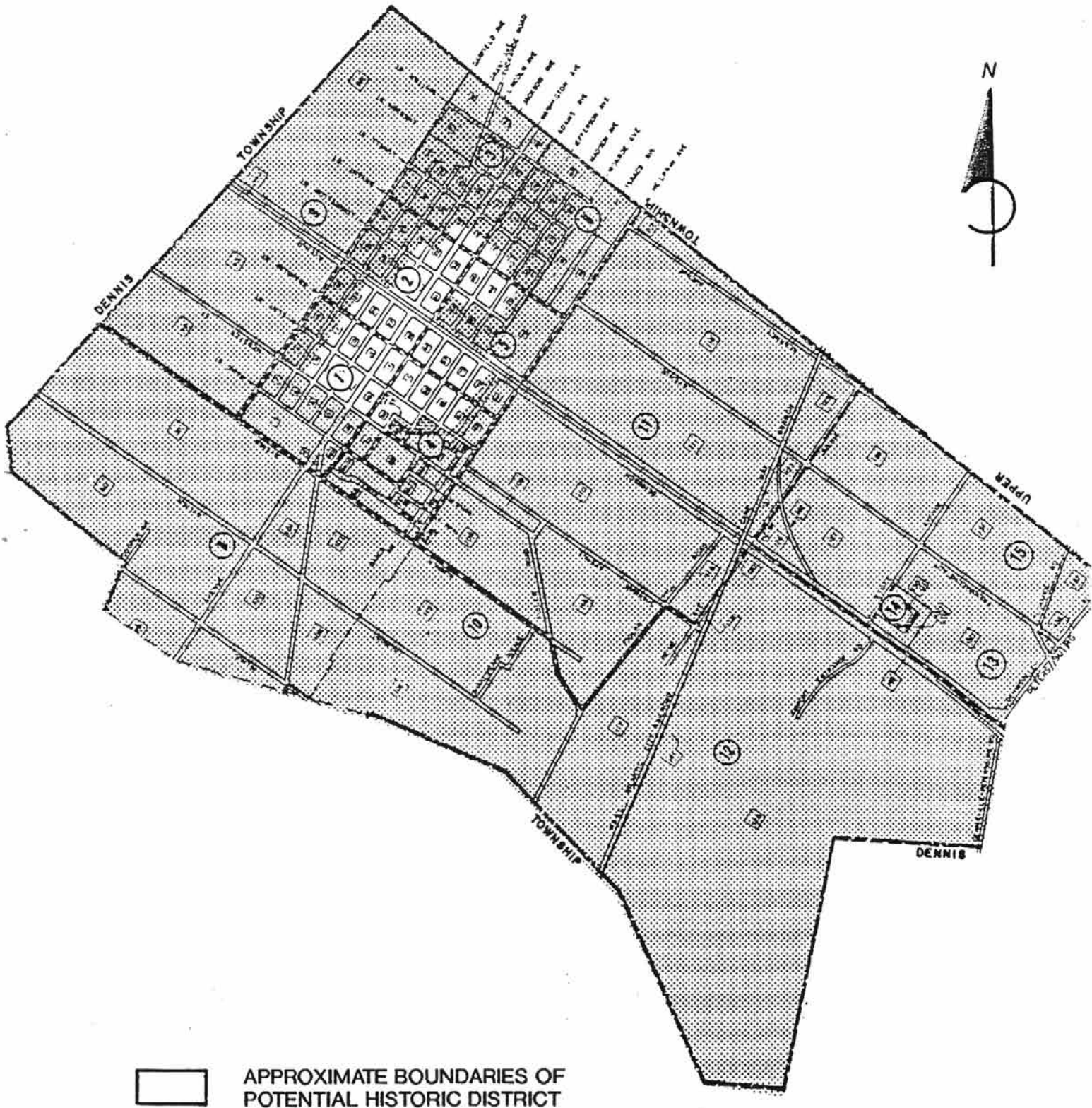
SOURCE: TOWNSHIP TAX MAP

WOODBINE

Woodbine - Woodbine is listed in the Pinelands historic sites inventories as a planned community begun in 1891. However, the Cape May County map of 1872 shows the settlement already in existence with a street grid, a railroad station and about six houses. Evidently, the town was laid out as a railroad stop along the Cape May and Millville Railroad in the 1860's, but only developed significantly toward the end of the century. The settlers at this later time were primarily Russian and Romanian Jews seeking a haven from tsarist pogroms. The settlement developed along a railroad line and junction which attracted some modest industrial development.

Woodbine contains some industrial facilities north of the railroad tracks, a mixture of 19th and 20th century housing stock, retail outlets (principally along Route 557), schools, churches and the Woodbine Brotherhood Synagogue, a National Register site. The potential historic district should encompass the numerous blocks of latter 19th century residences associated with the early railroad settlement and the turn-of-the-century Jewish community. The Woodbine synagogue is of course within the district, but excluded from it would be the later industrial area near the railroad and the more recent housing.

WOODBINE



 APPROXIMATE BOUNDARIES OF POTENTIAL HISTORIC DISTRICT

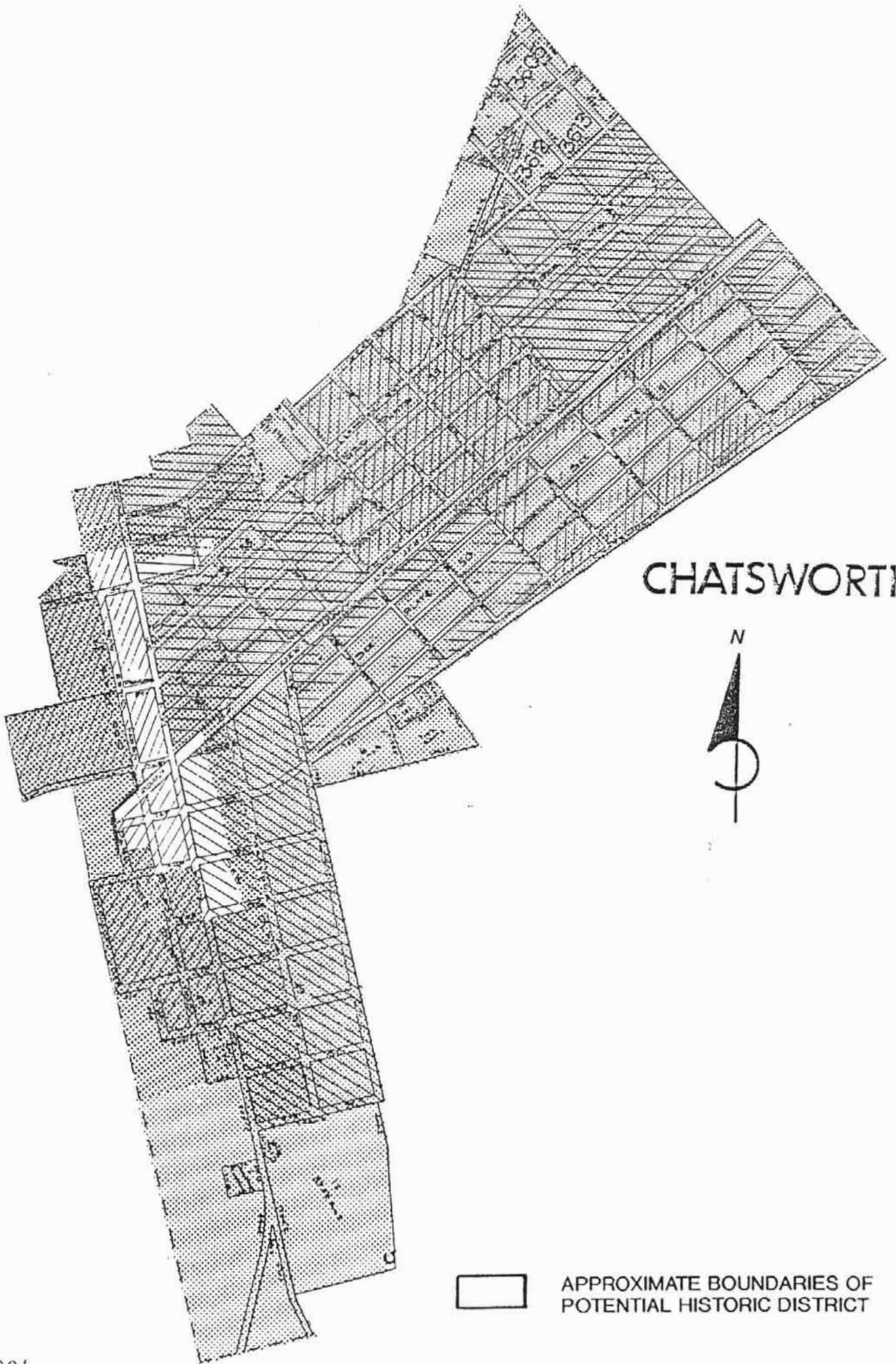
WOODLAND

Chatsworth - Chatsworth is a 19th century settlement that developed along the Delaware and Raritan Railroad. Originally known as Shamong, the community takes its present name from the country club built on its outskirts by Prince Mario Ruspoli in the late 1800's. The country club has long since disappeared.

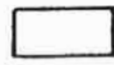
At present Chatsworth is a mixture of 19th and 20th century structures, mostly residential, oriented primarily towards Route 563. The village centers on the intersection of the derelict railroad line with Route 563 where the Shamong Hotel, now abandoned but listed on the National Register of Historic Places, is located. The settlement stretches mostly south and east from here along Main Street (Route 563) and the rail tracks, encompassing a small grid of paper streets to the east and paved streets to the south.

The potential historic district could extend along Main Street both north and south of the old railroad and encompass the Shamong Hotel, the rail station, a 19th century church and most of the historic housing in the village. On the north the district might begin at Victor Avenue and continue south to Third Street. The western boundary would be generally Giles Avenue, though it would jog west to pick up a small portion of Park Avenue at the railroad station. To

the east the district border might be between Main and Magnolia Streets. There should be some meandering of the boundary line in order to incorporate some old houses on Prince Avenue (Lebanon Road) and exclude a modern school and more recent buildings to the south.



CHATSWORTH



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

1" = 1000'

SOURCE: TOWNSHIP TAX MAP

LANDSCAPES AS HISTORIC DISTRICTS

Following is a brief description of three possible historic districts which are not simply well preserved villages. They are essentially historic landscapes where, by happy circumstance, little has changed for at least a century and the vistas available to earlier Americans have remained relatively intact. They are also representative of broad themes which recur in the Pinelands and therefore have historic significance because they helped to shape the evolution of culture in the region. Such themes - in this instance "agriculture" and "historic thoroughfares" - can be used to identify potential historic districts. However, they can also be used to identify other types of related resources which can be designated as a group, even though they may be at widely spaced locales. Examples of the latter which address Pinelands-specific activities might include "cranberry packing houses" (built prior to a certain date), "iron/glass mongers mansions" and "waterpowered sawmills". These thematic designations need not relate only to economic pursuits, though. Resources which reflect prehistoric (Native American) habitation, social movements, political events, etc., all have left a lasting imprint on the landscape and deserve recognition and treatment.

There are two agricultural districts presented here, Pemberton-Southampton and Indian Mills, both representative of traditional row-crop farming. The other characteristic form of

agriculture in the Pinelands, berry farming, is already reflected in the State Register historic districts at Whitesbog and Double Trouble.

Additionally, there is one historic roadway proposed for designation, Delsea Drive in Cumberland and Cape May Counties. Its designation would be enhanced by incorporating into the nomination all of the well preserved 18th and 19th century hamlets along its length.

These three districts do not describe by any means all of the historic themes or landscapes in the Pinelands. They are meant to be demonstration districts. Local officials and interested citizens should use them simply as suggestions for identifying some types of historic districts other than traditional settlements.

Delsea Drive Historic District - Delsea Drive (Rt. 47) through

Cumberland and Cape May Counties is one of the oldest active thoroughfares in the Pinelands. It is a ribbon of history, arcing through an area of some of the best preserved 18th and 19th century residences, farms and villages in the state. This part of south Jersey prospered in earlier centuries as a center of shipbuilding, whaling, cedar production, agriculture and maritime trade. The villages and individual homes along the road reflect this past prosperity.

The potential historic district extends the entire length of Delsea Drive within the Pinelands Area, passing through or near the settlements of Port Elizabeth, Bricksboro, Dorchester, Leesburg, Heislerville, Delmont, Eldora, North Dennis and Dennisville. Most of these villages appear eligible for district status because of their excellent state of preservation. Consideration should perhaps be given to the drafting of a "thematic" nomination to the National Register which would link these historic hamlets in a single district (much like the Mullica River-Chestnut Neck Historic District), with Delsea Drive as the unifying factor.

Because of problems with adequate scale and presentation, no map has been prepared for this potential district. It simply could begin at the Maurice River in Port Elizabeth and continue southeast through Dennisville (and, perhaps,

further south outside of the Pinelands Area). The district boundaries should be drawn so as to be broad enough to accommodate all the historic properties oriented toward the road.

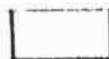
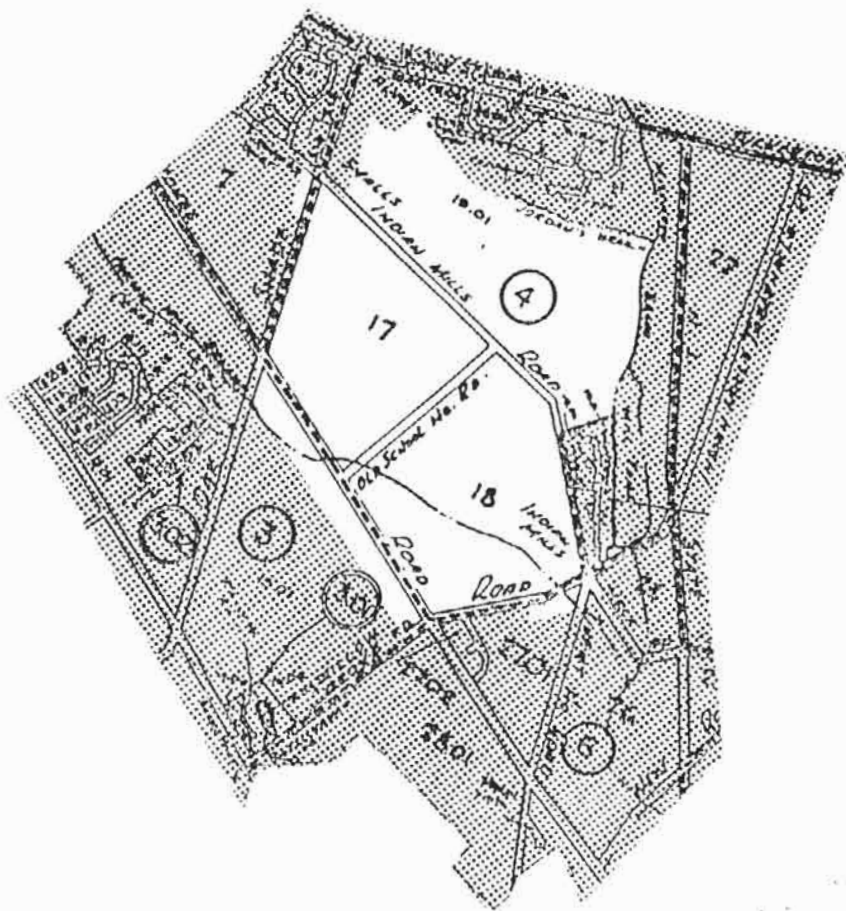
Indian Mills Agricultural Historic District - Indian Mills has been the location of a millseat since the 1740's, but the settlement only began to grow after the Brotherton Reservation closed in 1801. By 1803 lots had been created from the former Indian lands and were being sold off in what is now the village. Originally known as "Shamong" or "Hartford", Indian Mills had a church, several dwellings, a sawmill and a grist mill in 1849 and was undoubtedly a milling center for the local farm produce throughout the 19th century.

The area around Indian Mills remains predominantly agricultural even today, though there has been some residential development in recent decades. All around the settlement are open fields and grazing pens punctuated by 18th and 19th century farmhouses and outbuildings. These are the farms that for many decades sent their grain to Indian Mills for grinding. Together with the settlement they form an agricultural district with a distinct historic appearance which is worthy of recognition.

The boundaries for this potential district were chosen both to include as many contributing buildings and as much of the agricultural landscape as possible and to exclude most of the recent development. The edge of the district would meander through Indian Mills, which has seen much residential construction in the past 20-30 years, and follow Muskingum Brook to the Pinelands Commission's Rural Develop-

ment Area boundary. It would proceed along this boundary and then south along that of an Agricultural Production Area to Small, where the border may continue southwest along Oak Shade Road. Just beyond Stokes Road, it could turn southeast, paralleling Stokes Road to Willow Grove Road (at Redmens Hall) where it would turn east back to Indian Mills.

INDIAN MILLS AGRICULTURAL HISTORIC DISTRICT



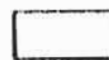
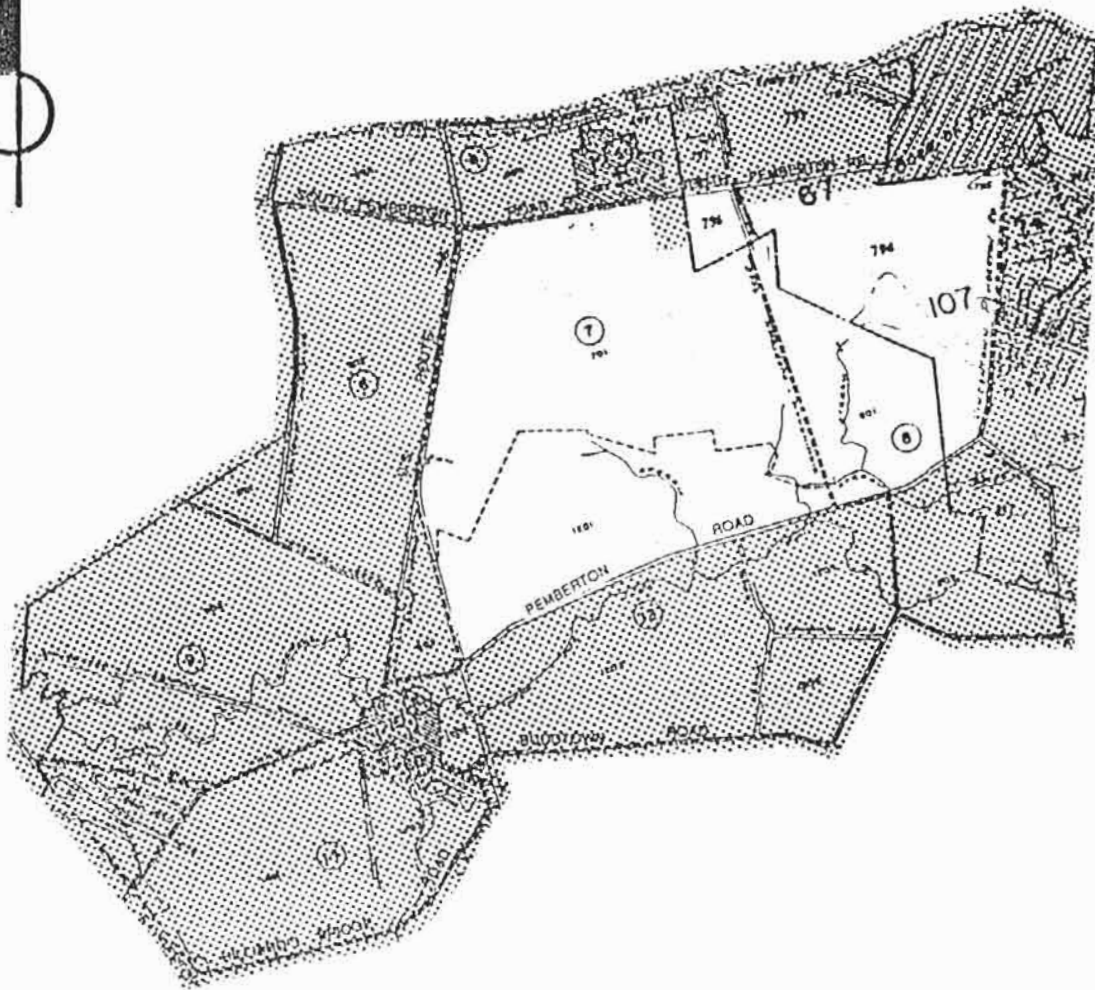
APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

Pemberton/Southampton Agricultural Historic District - An area of row crop agriculture largely unchanged since the 19th century, this potential district includes a number of extremely well preserved 18th and 19th century farmhouses, barns and outbuildings. The gently rolling landscape is dotted with clusters of buildings amidst open fields and pastures on these meticulously maintained farmsteads.

The potential historic district boundaries were selected because they are readily visible, and therefore easy to plot and administer, and because they exclude several more modern residences. They could, however, be expanded to incorporate Buddtown and other areas south of Rt. 616 and east of Rt. 206.

The historic district boundary might follow Rt. 616 (Church Road) from the Pemberton Borough border southwest to its intersection with Rt. 206 and, from here, north to the intersection of Rt. 206 with Rt. 38 (omitting a gasoline station at this corner). The boundary could run east from this point along Rt. 206, excluding a trailer park, to Birmingham Road. At this juncture the border would jog south and then continue east along an extension of the Pemberton Borough boundary so as to exclude the modern commercial development on Rt. 38.

PEMBERTON-SOUTHAMPTON AGRICULTURAL HISTORIC DISTRICT



APPROXIMATE BOUNDARIES OF
POTENTIAL HISTORIC DISTRICT

**BRIEF DESCRIPTION
OF OTHER SETTLEMENTS**

BASS RIVER

Beaver Run - This is a small, remote residential area near Harrisville. It is on private property and was not evaluated for its historic district potential.

Calico - An abandoned cranberry bog area near active bogs. There are no buildings remaining.

East Wading River - See "Wading River" (Washington Township).

Harrisville - This well known "paper town" of the Pinelands once had a thriving paper mill, an extensive hydropower canal system and gas lit streets. Today there are only ruins left. While almost certainly eligible for designation for its archaeological and associative values, Harrisville no longer possesses any architectural distinction.

Leektown - A small residential community clustered at an intersection northwest of New Gretna. There are several 19th century houses mixed with mobile homes and other recent housing, but the historic component appears to be insufficient for a district.

Martha - The former iron furnace settlement is now marked by a grove of trees, several cellar holes and a fenced mound where the furnace is located. There is much archaeological potential here, but no standing buildings.

Simms Place - A small, isolated residential area that is now on private property. Its historic district potential was not evaluated.

BERKELEY

Charlieville - Charlieville is located on a private road. No access was gained and the village was not evaluated.

BERLIN

Bishops - A crossroads settlement that now contains truck depots and freight yards, modern dwellings and only three 19th century houses. The preponderance of modern development here seems to have removed its historic district potential.

BUENA

Buena - A commercial intersection with mostly modern buildings.

There are a few 19th century houses in the area, but no historic district.

Landisville - This is a railroad community which probably shipped the local agricultural output to market. There is a mix of residences, retail outlets and warehouses, including a fair number of 19th century houses. The historic component seems to be too diffused, however, and there is too much intrusive 20th century building stock.

BUENA VISTA

Collings Lake - A post-World War II residential development around several recreational lakes; no historic component is evident.

East Vineland - A linear development along Landis Avenue, East Vineland includes some late 19th and early 20th century houses, but they are mingled with much post-World War II commercial and residential construction.

Five Points - Five Points contains a handful of early 20th century dwellings, but most of the development is modern. The settlement is at a crossroads halfway between Vineland and Mays Landing.

Milmay - Similar to the nearby village of Dorothy in Weymouth Township, Milmay grew modestly along a railroad line. The community includes scattered houses on large lots, old poultry farms and some commercial outlets. The 19th century component is near the railroad but only comprises a few houses. They appear insufficient to provide a sense of historic association.

Newtonville - This is a sparsely settled residential community laid out on a broad street grid. There are a few 19th century houses, but most of the buildings date to the 20th century. The village remains predominantly wooded.

Pancoast - Pancoast includes one vernacular Gothic frame house by an old mill pond. There is some archaeological potential here, but no historic district.

Richland - A former poultry farming settlement that grew along the intersection of a railroad line with Rt. 40. There are a number of 19th century houses and a church interspersed with more recent housing. The historic resources are much compromised by modern intrusion, which would make delineation of a historic district very difficult.

CHESILHURST

Chesilhurst - There are a few 19th century houses near the old railroad line just south of the White Horse Pike, but most of the houses post-date World War II. There is no distinct character or focal point for the more historic area.

DENNIS

North Dennis - A vaguely defined residential area with a mix of 18th - 20th century dwellings along Delsea Drive west of Dennisville. While not individually eligible because of the lack of a historic focal point and because of modern intrusions, North Dennis should be incorporated in the potential "Delsea Drive Historic District".

EAGLESWOOD

Stafford Forge - This is now simply a clearing by the old forge pond and is maintained as a wildlife management area by the State. There are no buildings, cellar holes or any other surface indications of the former iron settlement.

EGG HARBOR CITY

Clarks Landing - While there are pilings visible in the Mullica River, there are no structural remnants left at this site on fast land.

Gloucester Furnace - There are a few depressions in the vicinity of the furnace site, but no sure signs of ruins. The only structures here are three modern dwellings.

EGG HARBOR TOWNSHIP

Bargaintown - An indistinct area of predominantly modern housing spreading out west and south from a crossroads. Very few of the residences pre-date the early 20th century.

Cardiff - A large, but relatively sparsely populated community with much open, wooded space, particularly along the railroad line where the settlement originated. There are clusters of modern housing between the railroad and the Black Horse Pike and only a few latter 19th century dwellings and a church immediately south of the rail line. These seem insufficient in numbers and clustering to impart a historic association.

ESTELL MANOR

Estell Manor - Also known as Risley Station, Estell Manor is a sparsely populated village laid out on a wide street grid along the Pennsylvania - Reading Seashore Line. It has remained rural in character since its origins in the latter 19th century. While a few buildings from that era remain, they are not concentrated in any discernible district. Most of the building stock dates to the 20th century.

Estellville - This community is along Rt. 50 and includes some old buildings not far from the ruins of the glasshouse that precipitated its founding. There is a Methodist church and cemetery, the extremely deteriorated glassmaster's mansion, and three former residences (one of them much altered). The area has some historic district potential because of its archaeological deposits and its association with the 18th and 19th century glass industry. However, the architectural component is too scattered and lacking in historic integrity to stand on its own.

Head of River - Presently, a white frame church and cemetery in a wooded, bucolic setting. There is also one modern house. The church and cemetery date to 1792 and are already designated by virtue of their entry on to the New Jersey and National Registers of Historic Places. However, because of

the lack of any other historic resources in the vicinity,
there is no district here.

Oakville - This is basically a nondescript, cleared field area
along Rt. 50, with a few structures in the general vicinity.
There is no historic complement.

EVESHAM

Crowfoot - A crossroads settlement with an old farmhouse at the intersection and several 19th century houses in the vicinity. Most of the area is open farmland, however, and the settlement seems to lack the requisite cohesion and character for a district.

Pine Grove - This settlement centers on a church built in 1906 at the intersection of Tuckerton Road and the Marlton Pike. In 1978 the state historic preservation office determined the church to be eligible for the New Jersey Register of Historic Places. There are several 18th and early 19th century houses in the vicinity, but there is also a considerable amount of modern residential and commercial/professional development. Because of the prominence of the more recent construction, particularly at the core intersection area, Pine Grove lacks a historical appearance and feeling and does not appear to contain a viable district.

FRANKLIN

Blue Bell - This is a road intersection in an agricultural/wooded area. The buildings in the vicinity are mostly modern residences.

Chewville - A sparse settlement around McCarthy Lake in the latter 19th century, the area today is mostly 20th century residential and agricultural. While some of the houses date to early in this century, the area lacks the cohesive character necessary for a district.

Downstown - This settlement consists of several 19th and 20th century houses and some modern retail establishments at a road intersection in an agricultural area. There appear to be too few historic structures and too much modern intrusion for a district.

Piney Hollow - This community centers on an early 19th century church and cemetery at a road intersection in a peaceful agricultural area. Except for one altered 19th century residence, all the houses in the vicinity date to the 20th century. The church is very possibly eligible for designation, but there is no district here.

Plainville - Although there is an early 19th century Methodist church here, much of the community typifies a late 19th and early 20th century African American settlement. About half of the approximately forty houses date to that period while

the other half are post-World War II. Because of these later intrusions and the loss of architectural integrity in many of the earlier houses, Plainville does not seem to be a candidate for a historic district.

Star Cross - A modern residential community at a crossroads. There is no historic component.

GALLOWAY

Cologne/Germania - An agricultural area north of Rt. 30 with a concentration of commercial/residential development near the Pike and much more widely spaced 19th and early 20th century farmhouses and modern houses amidst farm fields to the north. While there is a fair number of 19th century farm buildings, they are scattered and lack cohesion; there is also much modern intrusion.

Germania - See "Cologne/Germania"

Pomona - A former agricultural settlement still partially bounded by farms, but now centering on a modern commercial strip along Rt. 30. There is some 19th century housing and a church between the Pike and the parallel railroad line to the south, but much of this area is old field now in succession. The historic component appears insufficient in numbers, clustering and integrity for a district.

South Egg Harbor - A residential street grid that is only partially developed, mostly since World War II. There are a few early 20th century "foursquares", but much of the area remains wooded lots.

West Egg Harbor - A commercial/residential area along Rt. 50 dominated by a large junkyard. There are also scattered clusters of 20th century housing.

HAMILTON

Carmantown - A former agricultural area near Laureldale with scattered, fairly modern housing and only one 19th century house.

Carmantown - Described in the Pinelands Commission historic sites inventory as a one-time colliering area run by the Carmen family, it is apparently located between McKee City and Catawba. Its exact location is not known and no remnants have been found.

Catawba - The 19th century settlement formerly located along Rt. 559 has left no trace above ground. The only development now is modern residential.

Emmelville - An ill defined residential strip along Rt. 559. There are several 19th century houses and perhaps one from the 18th century, but they are scattered among fairly modern housing. As at Catawba, the impression here is that of a modern community; there is little sense of historical association.

Gigantic City - Indistinguishable from nearby Mizpah, this is a small (despite its name) residential area at a bend in a road. The housing is from the 20th century.

Gravelly Run - A residential area, predominantly modern, along Rt. 559 north of Catawba. It includes several early to late 19th century buildings, including a church, but they are

relatively few and there seems to be no focal point or coherent district.

Laureldale - A residential community of scattered houses on a broadly spaced street grid bisected by Rt. 50. Originally dominated by poultry farms operated by Jewish immigrants, the area is now modern residential.

McKee City - A slight scatter of earlier 20th century homes lost in a patchwork of modern commercial development, including a formidable mall complex.

Mizpah - A settlement with scattered houses on a large street grid that remains mostly undeveloped. There are only a few 19th century buildings located near the former railroad line. These lack the historic focus and sense of association required for a historic district.

Reega - This was presumably a former railroad stop. The only building in the area now is a small power station.

Thelma - A tiny community of a few earlier 20th century residences, mostly bungalows, more recently supplemented by other scattered housing.

Walkers Forge - The only structures in the vicinity of this old iron forge settlement are modern housing.

Weymouth - The ruins here have obvious archaeological and historic significance, but otherwise there is little left of architectural consequence. There are only two or three, much altered 19th century houses; the remainder date to the

20th century. While the state historic preservation office found the complex here to be eligible for the State Register of Historic Places in 1984, the determination was not based on architectural significance.

HAMMONTON

Da Costa - A poorly defined area straddling an intersection of several roads at a bend in the White Horse Pike (Rt. 30).

It is now overwhelmingly modern residential and commercial.

Dutchtown - This is now a collection of about ten mid-20th century commercial buildings serving the auto traffic on Rt. 206.

Rosedale - Begun as an African-American community along the railroad, the settlement now comprises some early 20th century "foursquares" and also some vernacular 19th century dwellings, as well as two 18th century houses. However, there are also intrusive modern "ranchers" and the historical integrity and appearance of the older buildings is much compromised. This community is not without historic significance, but the amount of recent development, coupled with the alterations to the historic buildings, has perhaps rendered Rosedale inappropriate for district status.

JACKSON

Colliers Mills - An agricultural area with a small cluster of houses near a large mill pond. One 19th century house and two remnant buildings near the old mill dam may be associated with the former mills, but the historic component seems insufficient for a district.

Grayville - A residential area along Grawtown Road. Except for one or two 19th century houses, all the development is modern.

Holmansville - A small, indistinct residential settlement centering on a tiny church and cemetery along the road from Van Hiseville to Whitesville. Almost all of the houses are frame and date to the early to mid 20th century.

Legler - This settlement formed around a millseat in the 19th century, but never comprised more than a few residences, none of which has survived. Virtually all of the present development is fairly recent.

Van Hiseville - Also known historically as Irish Mills, this community was always diffused and ill defined. Most of the historic development was north and east of the Pinelands Area. With only a few exceptions, development in the area now is entirely modern.

Whitesville - A crossroads community with a number of 19th century frame buildings, some relatively unaltered, and a

cluster of historical structures around the Whitesville Methodist church. Although somewhat borderline for historic district status, Whitesville generally is lacking in contiguity of its historic structures and the core crossroads area is very modern in appearance. There seems to be too much recent intrusion for the village to sustain the required integrity of feeling.

LACEY

Bamber Lake - The site of Bamber Forge, earlier known as Ferrago Forge, the settlement is now mostly a modern residential village on the northwestern and eastern lake shore. While there is archaeological potential at the site of the forge (which was succeeded by a sawmill in the 1860's) and perhaps near the intersection of Lacey and Dover Roads, there is clearly no architectural historic district.

Cedar Crest - Only one 19th century dwelling survives in this former commercial orchard next to Bamber Lake. There is also a firehouse and a few modern homes, all along Lacey Road.

Red Oak Grove - This is now just a tiny clearing at a bend in a sand road. It is mostly recognizable because of the planted trees that still survive. A few cellar holes provide some potential for archaeological research (though they may already have been scavenged by bottle hunters), but there are no buildings.

MANCHESTER

Beckerville - A cluster of residences and a church in an otherwise wooded area. Some of the dwellings appear to be former military two-family housing and may perhaps have associative significance, particularly if they reflect the World War I mobilization. Otherwise the community lacks historic importance.

Buckingham - A small clearing with at least one cellar hole along a railroad line. The only structures extant are two 20th century block residences.

Bullock - This is a clearing along a rail line with three 20th century frame residences and a few outbuildings.

Keswick Grove - There are several handsome buildings in this religiously oriented resort, including the frame, cedar shingled Victory Hall and the brick Raws Hall. There is also at least one 19th century house on the grounds, but it is considerably altered. Keswick Grove is very possibly eligible for designation for its associative significance, but not for its architecture. Overall, there is a lack of a discernible unifying style and most of the buildings are of fairly recent vintage.

Ridgeway - A residential community, mostly dating to the 20th century, at a railroad crossing. There are only two or

three 19th century houses and a much altered one-room schoolhouse in the area.

Roosevelt City - An ambitious residential project on a sprawling street grid, but one that has seen very little actual construction until recent years. There is no historic component.

Wheatland - A clearing along a rail line with a tree farm and several houses, including one 19th century frame residence. The other buildings are frame or block and date to the 20th century.

Whiting - Most of the development here is recent and associated with planned senior citizen housing. There is a small grid of residential streets with a mix of 19th and 20th century dwellings at the original core of this old railroad settlement, which formed at a junction of the Delaware and Raritan and the New Jersey and Southern Railroads in the 3rd quarter of the 19th century. However, the area overall lacks cohesion and a sufficient concentration of historic resources.

MAURICE RIVER

Cumberland - An 18th century iron forge site to which a blast furnace was added in the early 19th century, Cumberland is today mostly wooded and very rural in appearance. The only building of any antiquity here is a 19th century Methodist church.

Dorchester-Leesburg - Two nearby river settlements with very definite historic district potential. Virtually all of the 18th and 19th century development is along the river and west of Rt. 47, however, and therefore outside of the Pinelands Area.

Halberton - This is a railroad station associated with mining operations. There are no structures here or signs of any foundations.

Hesstown - A crossroads community where a few houses were built in the 19th century. There are still one or two old houses in the vicinity, but the area is mostly wooded.

Leesburg - See "Dorchester-Leesburg"

Manumuskin - This is a crossroads in a heavily mined, remote area of Maurice River. There are no houses here and no evidence of a settlement.

Neville Heights - An area of meandering sand roads, but no structures or foundations.

Ormond - Ormond is an area of sand mining operations. No structures are extant.

MEDFORD

Birchwood Lakes - A post-World War II residential development around what may have been part of the same bog reservoir system as Medford Lakes. No historic component.

Chairville - A crossroads community on both sides of Rt. 70., Chairville presently includes a family cemetery and a series of dwellings. Most of the houses are late 19th - early 20th century, though there are a few late 18th and early 19th century examples. There are no commercial or public buildings and no focal point to the settlement, which lacks integrity of setting and feeling. Overall, there does not appear to be a viable historic district here.

Dixontown - A crossroads community along Stokes Road southeast of Fairview. While there are three 19th century dwellings visible on Dixontown Road, the area is otherwise modern commercial or wooded.

Fairview - Originally an early 19th century crossroads/tavern settlement, of which four residences remain. All four, including the Cross Keys Tavern, have been converted to office/commercial use and three of them are at least moderately altered. Most of the area is now a modern commercial strip.

Lake Pine - A predominantly post-World War II residential community oriented toward Taunton Road and Lake Pine. There is

a possible historic district here consisting of full log cabins, probably from the 1920's and '30's and of the same distinctive style as in the Medford Lakes historic district, and some simulated log houses. For the most part, however, the log buildings are too scattered and there is too much modern intrusion for a well defined district.

Melrose - An agricultural area at a road intersection west of Medford village. There is a scatter of a few 19th and 20th century houses and a few commercial outlets.

Oakwood Lakes - A modern residential community very similar to Birchwood Lakes.

Pipers Corners - Formerly a tavern site at a road intersection. There is presently modern housing and woodlands in the vicinity.

Taunton Lake - There is much archaeological potential here and a designation eligible ironmaster's dwelling, but otherwise all modern housing.

MONROE

Berryland - A commercial/residential strip along the Black Horse Pike, much of it abandoned now. Almost all the buildings date to the 20th century.

Cecil - A former crossroads settlement with residences and farms. Most of this has been obliterated by later commercial development along the Black Horse Pike. There are a few 19th century houses left, but they are scattered and lacking in historic cohesion and character.

New Brooklyn - A former industrial community that straddled the Egg Harbor River. There remain one house near the river and a lovely 1860 Methodist church in a bucolic setting further to the south, but the settlement is otherwise no longer extant.

MULLICA

Amatol - A fleeting village devoted to ammunition production during World War I, Amatol came and went in only a few years. The foundations and other remains may be eligible for designation for their associative values, but, other than possibly the state police barracks on Rt. 30, there appear to be no standing buildings remaining at the site.

Colville - This is simply a portion of Elwood south of the railroad tracks. There is a small street grid with a few modern houses, but most of the lots are empty and wooded.

Devonshire - This is a former agricultural area straddling the White Horse Pike. There are scattered 19th century farmhouses, but it is being increasingly subdivided for residential in-fill. South of the Pike is mostly wooded wetlands with very little development. The 19th century component seems too sparse for a historic district and some of the building stock has been altered.

Elwood - A meandering village that extends both north and south of Rt. 30 and the parallel rail line to the south. It includes a commercial strip along Rt. 30, a residential area with schools to the north and a small street grid with a mix of 19th and 20th century housing straddling the railroad tracks. The retail area on the Pike is all modern buildings and the residential area to the north is predominantly

modern, though there are a few 19th century frame houses. There is some modest potential for a district in the street grid around the railroad and stretching north beyond the public schools, but overall there is too much alteration to the historic fabric as well as some modern intrusion.

Pleasant Mills - A mostly modern residential area focusing on the old mill complex, two nearby 18th century houses (one of which is much altered from a recent fire) and a small Catholic cemetery dating to the iron furnace era at Batsto. Other than the picturesque mill ruins (which are being nominated to the New Jersey Register of Historic Places), the area does not convey a historic sense; most of the development is distinctly modern.

Sweetwater - A large, ill-defined wooded area with mostly modern residential development stretching along the south bank of the Mullica River. There is at least one 18th century house in Sweetwater, but the other structures date overwhelmingly to the 20th century, mostly post-World War II.

Weekstown - A crossroads settlement that is mostly residential and mostly modern. There is a handsome community church here and a few old buildings, but no historic district.

NEW HANOVER

Pointville - Formerly a tavern/crossroads settlement in the 19th and early 20th centuries, Pointville has been obliterated by the expansion of McGuire Air Force Base. Only a cemetery is visible above ground to show its former location. The tavern site has been excavated and there is probably the potential for archaeological research elsewhere in the vicinity.

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OCEAN

Brookville - This is a small linear village that follows along a winding road for about three-quarters of a mile. The two focal points of the community are the old mill pond and a 1850 Methodist church at a modest crossroads to the north. There is some potential for a historic district since about 40% of the twenty or so houses are from the 19th century. Overall, however, there is too much modern intrusion and too much alteration to the older housing stock.

Howardsville - This was presumably an old berry agriculture settlement in what is now a large clearing along a snaking, long abandoned series of cranberry bogs. There are no buildings or cellar holes left, but scatters of ironstone and brick indicate the probable locations of foundations. There is some archaeological potential here, but otherwise no historic district.

Wells Mills - The only standing building here, other than a new park office, is a 1937 cabin. A cultural resource survey of the area uncovered significant archaeological remains, but there is no architectural historic district.

PEMBERTON

Browns Mills - Formerly a mill site in the 19th century and a resort area in the early 20th, the village is now dominated by modern commercial outlets and housing.

Magnolia - There is a 19th century church at the center of this crossroads community and about ten dwellings from the same period, but they are diffused and there appears to be too much modern intrusion for a historic district.

Mt. Misery - Presently a campground operated by the Methodist church. There are about two dozen modern cabins here, including two buildings which date to its previous incarnation as a 1930's Civilian Conservation Corps camp.

New Lisbon - An iron forge site historically, New Lisbon includes a 19th century church and four contemporaneous dwellings in a well defined community. However, there is also much modern intrusion and, overall, an insufficient number of historic structures for a district.

Scrapetown - An agricultural area at an intersection southwest of Magnolia. Only modern housing at present.

PLUMSTED

Archers Crossing - An agricultural area with a scatter of housing in the vicinity of a crossroads. There are several 19th century houses, but there is no concentration of historic resources.

SHAMONG

Dellette - A crossroad in an agricultural area with encroaching residential development. There are no historic structures here.

Flyat - An open area at a crossroads. There is modern residential development in the vicinity, but only one 19th century structure.

Fruitland - Except for one abandoned late 19th century church, there are no buildings remaining at this intersection of Atsion Road and a railroad line.

Hampton Furnace - There are planted trees (sycamores) and easily visible cinderblock foundations here, but these are probably the remnants of a berry agriculture settlement that succeeded the era of the iron furnace. There is much potential for archaeological research, but no architectural district.

Hampton Gate - This is an area of wooded wetlands and long abandoned cranberry bogs. There is but one 20th century house in the area.

Indian Mills - This is the focal point of a potential agricultural historic district. See "Indian Mills Agricultural Historic District".

Small - A crossroads in a predominantly agricultural area that is becoming residential. There is one early 19th century frame structure at the road intersection, but it is considerably

altered. Other 19th century farmhouses to the southeast are within the potential Indian Mills Agricultural Historic District.

SOUTH TOMS RIVER

South Toms River - A residential settlement with housing that dates overwhelmingly to the past fifty years. There is little historic fabric.

SOUTHAMPTON

Ong - A small cluster of modern dwellings and commercial buildings at the intersection of a sand road and Rt. 72.

Retreat - A portion of this old bog iron furnace settlement is already designated for its archaeological potential. There are only two dwellings here, one of which is modern.

STAFFORD

Warren Grove - The oldest portion of this agricultural village comprises a small cluster of houses and an 1874 Methodist church near the intersection of Rt. 539 and Simms Place. Most of the buildings are relatively modern, however, and the historic complement - the church and three houses - seems too small to define a reasonable district.

TABERNACLE

Bozarthtown - A small cluster of residences in a mixed agricultural/wooded area. Most of the houses are from the 20th century and those from the 19th century are altered.

Fox Chase - A tavern site from ca. 1800, the area is now agricultural with some modern housing along Hawkins Road.

Friendship - There are no above-ground structures left in this former berry agriculture village, although cellar holes with foundations of ironstone and poured concrete are quite prominent. The well preserved bogs and subsurface remnants give this site much research potential for tracing the evolution of a distinctive form of Pinelands community.

High Crossing - A railroad crossing at an intersection of sand roads in an otherwise wooded, undeveloped area.

Moore's Meadow - A berry agriculture settlement from the earlier 20th century. Most of the remaining buildings from the settlement's beginning are only minor outbuildings. About half of the residences are modern. There may be an insufficient number of prominent historic structures to warrant a historic district.

Oak Shade - Predominantly post-World War II development on side streets off the Y-intersection of Rt. 206, Carranza Road and Oak Shade Road. There is also some modern commercial strip development.

Oriental - A crossroads community with a scatter of mostly modern houses in a predominantly agricultural area. There are a few 18th - 19th century houses in the vicinity (including a former stagecoach stop), but there is no concentration of historic resources or a discernible district.

Sooy Place - A crossroads with an open field, forested areas and some modern houses.

White Horse - There are scattered foundations, but no standing buildings in this wooded area.

UPPER

Middletown - A small residential strip along Rt. 50 southeast of Tuckahoe. It includes about five late 18th - late 19th century buildings, but also some modern intrusions. The historic component appears insufficiently focused and too small for a district.

Steelmantown - A small residential area near some long abandoned bogs. There are at least two 19th century houses among several modern ones.

WASHINGTON

Bulltown - This is a very small settlement, consisting of a few houses and a gun club along a winding road. It is an old berry agriculture village with a clearing that possibly indicates the location of former houses. There is one 19th century farmhouse and barn.

Crowleytown - A mid-19th century glasshouse settlement that boasted about 35-40 structures in its heyday in the latter 1800's. There is good potential for archaeological research here, but no standing buildings.

East Wading River - See "Wading River/East Wading River".

Hermann City - Once a short-lived glasshouse community east of Crowleytown, this settlement had a boarding house, hotel and about 25 dwellings in 1876. Only a few buildings remain, however, and these are mostly modern. Most of the village has been reclaimed by the forest.

Jenkins - A small settlement with a tiny 19th century chapel that was renovated several years ago, a few commercial outlets along Rt. 563, a gun club and scattered housing. Besides the chapel, only two of the houses appear to have any antiquity.

Maxwell - A clearing at an intersection of sand roads. There are two hunt clubs and two residences here, plus a few outbuildings. There is only one 19th century structure.

Mount - A tiny clearing in the woods at a crossroads west of Washington. There are several cellar holes, but no standing buildings.

Penn Place - A small clearing in an otherwise wooded, mostly wetland area. There are one or two cellarholes (apparently already looted by bottle hunters), but no extant structures.

Sandy Ridge Bogs - A remnant clearing and perhaps a few planted trees at a bend in a sand road across from some old bogs. No structures or any surface indications of buildings remain.

Speedwell - A small clearing at an old iron settlement, but the six residences here presently are all modern.

Turtle Creek - An abandoned river landing. There are scattered residences along Turtle Creek Road; a few of them date to the 19th century.

Tylertown - Today, this consists simply of two 19th century houses at a bend in a road.

Wading River/East Wading River - This is a small, tranquil settlement that straddles the Wading River at a bridge crossing. It consists of about 15-20 houses, of which seven date to the 19th century, and a cemetery. There is some potential for a small historic district because the older structures are clustered near the river and impart a historic sense of community. One of the old "captain's houses" here is about to be demolished, however, because of fire

damage and, overall, the historic component appears to be insufficient for a historic district.

Washington - A well known former stagecoach/tavern/crossroads settlement that prospered in the 18th and 19th centuries. There are ruins and cellar holes, but no standing buildings. There is high potential for archaeological research.

Whitestown - A sand road intersection, but there are no signs of foundations.

WATERFORD

Atco - A commercial and institutional (and formerly industrial) center surrounded by 19th and 20th century housing. While there are some individual buildings of architectural merit - most notably a glassmaster's mansion on Atco Avenue - there seems to be too much modern intrusion and a loss of historic integrity in the downtown area for a historic district. Atco has a rich heritage, however, and is not without district potential.

Chew - Some post-World War II ranch-style houses associated with farms and agricultural outbuildings.

Dunbarton - A railroad community with several early 20th century houses, but mostly post World War II development.

Jackson - A linear settlement which was once a glasshouse community. While one or two late 18th century and a few 19th century dwellings remain, most of the area is modern residential. There is no historic cohesion or focal point.

Louden - An area north of Atco and just west of Jackson, it contains a few 19th century houses, but mostly modern ranch houses.

Parkdale - This small settlement developed at the intersection of Parkdale-Dutchtown Road and a rail line. There are no extant buildings, only some old fieldstone foundations.

Pestletown - A residential and agricultural area with two 19th century farmhouses and one 18th century house. Most of the dwellings are modern, however.

WEYMOUTH

Dorothy - Dorothy is a diffuse settlement with a broad street grid that straddles a railroad line. The 19th century component of the village is closer to the rail line and includes dwellings, a former synagogue (now a church) and remnants of the poultry farms that thrived in this area before World War II. There appear to be insufficient numbers and clustering, however, for a historic district.

WINSLOW

Ancora - Also known as Spring Garden, this is mostly an open area with a few scattered historic structures, most notably the Spring Garden Inn. The original settlement may have been razed for the railroad underpass at Rt. 30. There seems to be an insufficient number of old buildings for a historic district and no communal sense.

Bates Mill - There are a couple of scattered 18th - 19th century houses north of the creek here and a few 19th century farmhouses to the south. There is also modern residential development, however, and the historic resources seem too scattered to define a district.

Blue Anchor - A former railroad related settlement with a few late 19th century homes, but also much modern infill. There is something of a small concentration of historic structures at the road intersection in the village center, but it does not appear to constitute a district.

Braddock - There is a handful of late 19th century houses around a railroad station here as well as several modern homes. Overall, this community lacks historic feeling and association and does not seem to qualify as a district.

Cedarbrook - A railroad settlement with some latter 19th century and early 20th century houses and others built after World War II. Cedarbrook is not without a historic component, in-

cluding at least one 18th century frame dwelling and a few Queen Anne-style houses. However, the new construction and alterations to some of the historic stock would militate against defining a district.

Elm - Elm is a tiny cluster of residences (some converted to retail use), a school and a church at a railroad intersection with the White Horse Pike. There are a couple of packing houses also, probably for transshipment of the local produce. Many of the historic resources have been considerably altered and the community lacks historic feeling and association.

Florence - Florence is a small, scattered residential community in a wooded area south of Tansboro. Most of the development here is near the intersection of Florence Rd. and New Freedom-New Brooklyn Rd. While there are a few 19th century frame residences, about 80-90% of the housing stock is from the 20th century, much of it post-World War II. The historic component appears to be too sparse and scattered for district consideration.

Murphy - There are some scattered 18th to early 20th century houses and modern fruit packing operations in this agricultural area. The historic buildings do not seem sufficiently concentrated, however, to constitute a district.

New Freedom - A settlement that has been to some extent consumed by nearby mining operations. What remains of New Freedom,

at a road intersection between Tansboro and New Brooklyn, focuses on a small church and cemetery. There are no architecturally significant structures remaining.

Penbryn - Presently recognizable as a modern residential subdivision, Penbryn was formerly a railroad stop in an agricultural area. It was probably once a depot for exporting the local produce, but there is little in the way of historic resources that remain.

Tansboro - A crossroads settlement with a collection of mid 19th century workers' housing, Tansboro has some district potential. However, most of the houses have been altered over the years, as have the local church and school. Overall, the architectural integrity of the historic resources appears too compromised and there is modern intrusion at the road intersection, the core area of the community.

Waterford Works - Initially formed as a glasshouse settlement along the Old White Horse Pike, Waterford Works retains a number of 19th and early 20th century buildings. However, they tend to occur in small clusters interrupted by much intrusive modern development. As such, the village lacks a historic cohesiveness and contiguity. The tiny groupings of 2-4 old buildings reminiscent of the glasshouse period do impart a historic flavor, but they are broken up by much later construction and generally seem insufficient for a district.

Williamstown Junction - This settlement now consists of some 20th century residences and a post-World war II industrial complex at a railroad juncture. There is very little of a historic component here.

WOODBINE

Mt. Pleasant - An intersection at which there is a Jewish cemetery, a few modern buildings and mining operations.

WOODLAND

Butler Place - Located at an intersection of Rt. 72 with a sand road, the area is now pine-oak forest with no evidence of any development.

Dukes Bridge - Two small concentrations of mostly modern residences, but including one 18th century and one 19th century house, at a fork in a road in a berry agricultural area.

Jones Mill - A long abandoned cranberry bog area; no buildings.

Lebanon Glass Works - There are foundations here near a nature center, but they may be associated with a Depression-era campsite. There are no historic buildings extant.

McDonald - Only a few foundations remain from this former berry agricultural settlement.

Woodmansie - A railroad intersection associated with fairly modern gun clubs, outbuildings and mining operation.

WRIGHTSTOWN

Wrightstown - A military town whose major development paralleled the expansion of the nearby army and air force facilities. There are a few 19th century survivors among the housing stock, including a small cluster of moderately altered buildings near the center of town, but they lack integrity of materials and feeling.

APPENDIX

DESIGNATED HISTORIC RESOURCES IN THE PINELANDS AREA

AS OF DECEMBER, 1993

Historic resources in the Pinelands Area may be designated in one of three ways: entry on to the New Jersey or National Register of Historic Places; designation by the Pinelands Commission; or local designation by a municipal governing body (usually via a historic district ordinance). The following buildings, sites, objects and districts have been designated by one means or another as cultural resources of significance to the Pinelands.

Bass River

"Bead" Wreck Site

Berkeley

Double Trouble State Park

Chesilhurst

Grant AME Church

Dennis

Dennisville Historic District
Henry Ludlam House
Wm. Townsend House

Egg Harbor City

Neutral Waters Health Resort

Egg Harbor Twp.

Cap'n. John Jeffries Burial Marker

Estell Manor

Head of River Church

Evesham

Bartons Run Prehistoric Locus

Folsom

Jacobus Evangelical Lutheran Church

Galloway

L. N. Renault & Sons Winery

Hamilton

Abbott's Modern Cabins
Mays Landing Historic District
Mays Landing Presbyterian Church

Hammonton

Methodist Cemetery

Jackson

Cassville Multiple Resource Area

Manchester

Cathedral of the Air National Memorial Chapel
Hangar No. 1, Lakehurst Naval Air Station

Medford

Highbridge Prehistoric Loci
Medford Village Historic District
Singer House

Medford Lakes

Lakes Historic District
Log Cabin Lodge

Monroe

Free Library & Reading Room

Pemberton

Benjamin Jones House
Fenwick Manor
Greenberg Prehistoric Locus

Shamong

Atsion Village

Southampton

Retreat

Upper

Tuckahoe Railroad Station

Washington

Batsto Village

Woodbine

Woodbine Brotherhood Synagogue

Woodland

Shamong Hotel

Multiple Municipalities

Mullica River/Chestnut Neck Historic District
Whitesbog Historic District

For further information, contact the New Jersey Pinelands Commission, P.O. Box 7, New Lisbon, NJ 08064