Form No. 10-306 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
RECEIVED JUL 28 1980
DATE ENTERED DEC 3 1980

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC: OLD MINE ROAD HISTORIC DISTRICT

AND/OR COMMON: Old Mine Road

2 LOCATION

STREET & NUMBER: N. J. 521, Delaware Mine Road, Old Mine Road, River Road, and various other local designations.

Walpack Center inc.

__NOT FOR PUBLICATION

CITY, TOWN: Montague, ~~Sandyston~~, ~~Walpack & Pahaquarry Townships~~ __ VICINITY OF

CONGRESSIONAL DISTRICT: 13th, New Jersey

STATE	CODE	COUNTY	CODE
New Jersey	34	Sussex/Warren (also in Warren County)	037/041

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	__PUBLIC	X OCCUPIED	X AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	X COMMERCIAL	X PARK
__STRUCTURE	X BOTH	__WORK IN PROGRESS	__EDUCATIONAL	X PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 AGENCY (see continuation sheet)

REGIONAL HEADQUARTERS: *(If applicable)* National Park Service

STREET & NUMBER: 143 South Third Street

CITY, TOWN: Philadelphia __ VICINITY OF

STATE: Pennsylvania

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Hall of Records (Sussex)/Warren County Courthouse

STREET & NUMBER:

CITY, TOWN: Newton and Belvidere,

STATE: New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: Historic American Buildings Survey

DATE: 1967, 1969, 1970, 1971 X FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS: Library of Congress, Washington, D. C.

CITY, TOWN:

STATE:

HABS #'s N. J. 431, 435, 436, 737, 740, 812, 825

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	X DETERIORATED	_ UNALTERED	X ORIGINAL SITE
X GOOD	X RUINS	X ALTERED	_ MOVED DATE_____
X FAIR	_ UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Old Mine Road is the name generally given to the New Jersey portion of a connected series of roads which link the Hudson River at Kingston, New York, with the Delaware River in Sussex and Warren Counties, New Jersey. The roads which comprise this 100 mile system include U.S. 209, from Kingston to Port Jervis, New York, New Jersey Route 521, and a series of local roads in Sandyston, Walpack, and Pahaquarry Townships, New Jersey. The part of this system included in the Old Mine Road Historic District nomination stretches for roughly 26 miles, from the intersection of New Jersey Route 521 and U.S. 206 in Montague, Sussex County, New Jersey, to the Copper Mine Inn in Pahaquarry Township, Warren County, New Jersey. This segment includes that part of the road which retains the most substantial historic integrity, both from the standpoint of the predominance of representative historic structures and relative absence of non-historic intrusions, and of the closest probable adherence to the road's historic alignment.

The course of this 100 mile road system was (and is) governed by the geography of the land mass which lies between the Hudson and Delaware Valleys. The easternmost ridge of the Appalachian Mountain range extends through the states of New York, New Jersey, and Pennsylvania in a northeast to southwesterly direction. In New York, the ridge is known as the Shawangunk Mountains, in New Jersey as the Kittatinny Mountains, and in Pennsylvania as Blue Mountain. The corridor along which the Old Mine Road runs is a gap between this ridge and the next most inland range, which is known in New York as the Catskill Mountains, and in Pennsylvania as the Poconos.

The Old Mine Road from Montague to Pahaquarry is generally a two lane rural secondary road, with the exception of a 3.1 mile segment in Walpack Township, where it is little more than one car wide, with a rutted, unimproved surface. The character of the surrounding countryside can be described, with but a few exceptions, as almost unrelievedly rural. The land is divided between fertile river flats and steep wooded hills, some of which rise from the edge of the road itself. At some points the road runs along the bank of the Delaware River. At others it falls away from the river, separated from it by broad farm fields.

The exceptions to the isolated rural character of the roadside consist of the two small villages through which it passes, Flatbrookville and Millbrook. Flatbrookville is a single line of seven houses

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	X ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	X AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
X 1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
X 1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
X 1800-1899	X COMMERCE	X EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The corridor between the Hudson River Valley at Kingston, New York, and the Minisink region of the Upper Delaware Valley, of which the Old Mine Road is an integral part, has carried human traffic for perhaps five hundred years or more. Beginning with the network of Indian trails that webbed the eastern woodlands, and continuing through every phase in the settlement history of the Middle Atlantic states, the corridor has been an important conveyor of people, goods, ideas, and institutions. Before access to the Upper Delaware from the east and south was improved in the late eighteenth century, the route was the region's principle source of cultural contact with the rest of the world. In this capacity, the road put an imprint on the valley that exists very tangibly to the present, and belies its seemingly ordinary and unimportant appearance.

With the technology available to them, colonial Americans found the Appalachian Mountains a formidable obstacle to inland migration. Those places in the mountains which proved to be relatively more penetrable than others became automatically important as shapers of the culture, and of the physical and social structure of the trans-Appalachian part of the continent. The Old Mine Road entered the Upper Delaware Valley through one of these places (see #7, "Description"), and it is in this role that it lays claim to historic significance.

Tradition and local sentiment attribute much of the road's importance to its supposed origin as a seventeenth century route for the transportation of copper ore from alleged Dutch mines in Pahaquarry Township, New Jersey, to waiting ships at Esopus (Kingston, N. Y.) on the Hudson River. The question has been debated at length without resulting in anything that could be described as a definitive, or even a satisfactory, answer. This nomination does not profess to settle the argument. That there are holes in the earth in Pahaquarry that might have been seventeenth century copper mines is not disputable. The subsurface geology of the area includes a fairly substantial amount of low quality copper ore. The holes were worked on several occasions

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Bailey, Rosalie Fellows. Prehistoric Dutch Houses and Families in Northern New Jersey and Southern New York. New York: William F. Morrow & Co., 1936, pp. 498-501, 542-551, 557, 579-581.

Decker, Amelia Stickney. That Ancient Trail: The Old Mine Road, The First Road of Any Length Built in America. Trenton: Petty Printing Co., 1942.

10 GEOGRAPHICAL DATA

UTM NOT VERIFIED
ACREAGE NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY 687

UTM REFERENCES ***

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A	18	517160	4571970	B	18	509060	4556800
C	18	503440	4549040	D	18	496610	4541840

VERBAL BOUNDARY DESCRIPTION

The Old Mine Road Historic District shall consist of the rights of way of the following roads: New Jersey 521 from intersection with U.S. 206, Montague, N. J. to intersection east of bridge to Dingman's Ferry, Pa.; Delaware Mine Road, Montague Twp., N. J.; Old Mine Road, Sandyston Twp., N. J.; River Road, Walpack Township, N. J.; Millbrook-Flatbrookville Road, Walpack and Pahaquarry Townships, N. J.; the private National Park Service driveway through Millbrook, N. J. and the Old Mine Road.

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

STATE	CODE	COUNTY	CODE
New Jersey	34	Sussex	037
New Jersey	34	Warren	041

11 FORM PREPARED BY

REVISED SUBSTITUTE MAPS BY CLIFFORD TORIAS ACTING REGIONAL HISTORIAN, NPS

NAME / TITLE: Wayne K. Bodle (Park Technician)

ORGANIZATION: National Park Service

DATE: 4/22/77 7/16/80

STREET & NUMBER: Delaware Water Gap National Recreation Area

TELEPHONE: 143 S. THIRD ST.

CITY OR TOWN: Bushkill

STATE: Pennsylvania PHILA., PA.

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES____ NO____ NONE____

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is ____ National ____ State ✓ Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE Asst. Dir., Cultural Resources DATE 7-23-80

FOR NPS USE ONLY

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

DATE 12/3/80

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

GPO 89

AGENCY

U. S. Army Corps of Engineers
Custom House
2nd and Chestnut Streets
Philadelphia, Pennsylvania 19106

and

Private Owners

Historical Architectural Survey of Delaware Water Gap National Recreational Area: 1975; Federal; Delaware Water Gap National Recreation Area Headquarters, Bushkill, Pennsylvania

Historic Structures Report, Part 1: Architectural Data Section on Historic Buildings in the Delaware Water Gap National Recreation Area: 1967; Federal; Delaware Water Gap National Recreation Area Headquarters, Bushkill, Pennsylvania

List of Classified Structures: 1967; Federal; Delaware Water Gap National Recreation Area Headquarters, Bushkill, Pennsylvania

New Jersey Historic Sites Inventory: (N.D.); State; New Jersey Department of Environmental Protection, Historic Sites Section, Trenton, N. J.

on one side of the road, and a small, unpretentious rural gas station on the other. The road and village flank the Flat Brook, after which the latter is named, a short distance from the point where the brook empties into the Delaware. The general character of many of the structures in this settlement is one of deterioration, of an apparently recent origin. With the exception of the Rosenkrans house (see below), none retain a sufficient degree of architectural integrity to warrant individual listing among the structures which endow the Old Mine Road district with its historic integrity.

Millbrook is a cluster of about thirteen major structures, with associated outbuildings, grouped at the intersection of several rural roads, including the Old Mine Road, which runs through it along a one lane, restricted access gravel road maintained by the National Park Service. With the exception of the four original structures listed below, most of these buildings have either been recently reconstructed, built from the ground up, or transported to Millbrook from other locations by the National Park Service as part of its interpretive program. They constitute a part of the environment of the Old Mine Road district, and do not detract from the integrity of its appearance, but from the standpoint of the district's actual historical development they are technically intrusive, and are not considered as included in this nomination.

Along the rest of the route farms, houses, and outbuildings are strung in single file at intervals which range from approximately .1 miles to about 2 miles. These structures range from mid-eighteenth century pioneer homesteads to modern prefabricated summer cottages. The buildings are of varying degrees of architectural and aesthetic quality, but with only a few exceptions, they all tend to contribute to the visual integrity of the historic scene as a whole.

The exceptions fall into two categories. The first is the profusion of summer cottages which are clustered at a few places along the road, especially where it approaches the Delaware River. These structures are associated with the mid-20th century transition of the area from a fairly self contained agricultural community to a recreational outpost for residents of the nearby seaboard megalopolis.

As such, they are in conflict with the significance of the district as defined in Item #8 (see below), and thus constitute intrusive elements. They are, however, generally small, usually unostentatious, and often partially obscured by the tree cover along the riverbank. In proportion to the extent of the district as a whole, they do not constitute a glaring intrusion.

A more serious interruption of the road's integrity, which is mitigated only by virtue of being a wholly isolated instance, is a sand and gravel pit located .3 miles north of the intersection of the Old Mine Road with a road leading to the Dingman Ferry Bridge (see map). The quarry is perhaps the only tangible manifestation of a modern, industrial way of life along the entire 26 mile road segment in this district. Unlike the cottages, it can neither be described as small, unostentatious, or even partially obscured. In its context it can only be classified as an eyesore and a glaring intrusion on the integrity of the Old Mine Road. The tract on which the quarry is located is the property of the United States Army Corps of Engineers, and the company which operates it does so on a salvage rights basis. It is reasonable to suppose that the quarry will be eventually phased out of operation and the site returned to its natural state.

The original appearance of the road can best be appreciated by reference to the still existing segment which extends from approximately .6 miles north of the Van Campen Inn in Walpack Township, to about .8 miles south of that building. Along this segment of almost a mile and a half, the Van Campen Inn is the only substantial structure, imposingly surveying the flat lowland and the river beyond, as it has for more than two centuries. The road itself here is scarcely more than the double rutted wagon path that served the needs of a sparsely populated agricultural community in the eighteenth and nineteenth centuries, and which the local township government has not thought necessary to upgrade in the twentieth. The road's quality here is best appreciated on foot, but the condition of the surface limits even the motorist to a speed which conveys the feeling of travel before the era of universal paved highways.

The conformation of the present roadbed to the original alignment cannot be guaranteed. The road has been worked over and maintained for more than two hundred years. In selecting the segment for this nomination, every effort has been made to restrict the district to a portion lying on or close to the original alignment.

The following is a brief description of selected landmark sites and structures which define the character of this roadside district. It is intended that the district shall consist of the rights of way of the various roads which comprise the Old Mine Road, together with fifty (50) feet on either side of the right of way. In addition, in conjunction with the associated properties named below, the district shall expand to include sufficient area to insure the inclusion and protection of the properties in question.

The term "south" is used throughout the following description as a convention for specifying the relation of one named property or structure to another. It does not imply magnetic direction, but merely the relation along the roadway, which generally runs from north to south. Distances have been measured from arbitrarily selected points along the road, as close to the center of the site or structure as possible. In cases where properties are set significantly back from the road, the distance implies the location of a driveway or entrance to the property. These instances are noted in the description.

USGS MAP REFERENCE CODE — *PHOTOGRAPH ATTACHED

(A) The Old Mine Road Historic District begins at the intersection of New Jersey Route 521 with U.S. 206 in Montague, Sussex County, New Jersey.

(B) 2.2 miles south of this point, on N. J. 521 is the Black Farmhouse, a 2½ story frame house with clapboard siding on a stone basement. The house dates from the Federal Period. The overall design is reminiscent of New England or Georgian styles, rather than the typical Dutch

styles of the Upper Delaware Valley. Over the central entrance doorway is a flattened gable addition to the roofline from the Victorian Period.

(C) .2 miles south of the Black Farmhouse, set back from the road about 200 yards, is the Westbrook-Bell House, a low 1½ story stone house with a high pitch roof and clapboard gable ends. A one story stone addition probably predates the Revolution. An original central chimney has been removed. The house was built about 1725 by Johannes Westbrook, Jr., one of the earliest settlers in the region. It is one of the two remaining structures from the original village of Minisink. The house remained in the hands of the Westbrook, and by marriage, the Bell families until its acquisition by the United States Government in 1972. The structure is a typical and well preserved example of early colonial Dutch domestic architecture. Near the Westbrook-Bell House, approximately half way between it and the Black Farm, are the still partially visible ruins of Fort Westbrook, a fortified residence used during the French and Indian War for the protection of neighboring settlers. *

(D) .5 miles south of the Westbrook-Bell House, also set back from the road, is the Ennis House. With Westbrook-Bell, it is one of the two remaining structures from the village of Minisink. It is a small 1½ story rubble stone house with a steep pitch roof and clapboard gable ends. One wall has been removed for an addition to the rear of the house. It was built about 1751, either for, or bought soon after by William Ennis, who kept the first school in the New Jersey Minisink. Between the Old Mine Road and the Delaware River, near Nomanock Island, are the ruins of Fort Nomanock, one of the major defensive structures built and manned by the New Jersey colonial government for the protection of Minisink residents from Indian raids during the French and Indian War. Unlike the Westbrook Fort, Nomanock was especially constructed *

for the purpose, and housed a small but regular detachment of militia.

(E) .5 miles south of the Ennis House is the Anson Johnson House, a two story center hall house dating from about 1840. This frame house sits on a stone basement. Its distinguishing feature is the exposed stone chimney back at the first floor level at one end, a typical Upper Delaware Valley Dutch detail. The siding is white clapboard, except for one end and the rear, which have been stuccoed. The roofing is of slate. *

(F) 1.5 miles south of the Anson Johnson House is the Depue House, a long 2½ story stone house close to and parallel with the road. The house was built in three sections. Two, from the late eighteenth and early nineteenth centuries, constitute the elongated main part of the house. The third is a twentieth century wood addition to the rear. The interior has been damaged by vandals, but numerous important early farmhouse features remain, including a beehive oven. The Depue family was one of the first to settle in the Upper Delaware Valley in the early eighteenth century. *

(G) 1.1 miles south of the Depue House is the Fisher, or Mettler Cemetery, which dates from the early nineteenth century. It lies directly adjacent to the Old Mine Road, and typifies the many small family burying grounds which dot the area. *

(H) Quarry: Intrusion: Described above and indicated on USGS and sketch maps. *

(I) .5 miles south of the cemetery is the John Wesley Van Auken House, also known as the Ennis Ferry House. This 1½ story frame house was built

about 1760 into a bank overlooking the Delaware River on a rough, split-faced fieldstone foundation. It has wood siding and a wood shingle roof. The interior has been somewhat modernized with the construction of an apartment on the upper story and in the rear at the cellar level. Most of the original joiner work detailing remains intact. The fireplace mantel is probably original. The house probably served the first of two ferries in the Dingmans area, known as the Ennis Ferry. During the era of logging on the Upper Delaware, it was a popular night stop for rafters, who brought the logs to downriver markets. The complex includes a handsome and well preserved barn on a high quality stone foundation.

(J) 1.3 miles south of the Van Auken House is the Birchenough House, also known locally by the name of its builder as the Daniel Smith House. It dates from about 1855, and is one of the most elegant mid-nineteenth century houses in the area. It is a 2 story frame building on a dressed stone foundation, with 1½ story original kitchen wing. Both sections are covered with wood shingle siding and a patterned slate roof. At the rear of the house, adjacent to the road, is an incompatible one story shed addition from the 1930's.

(K) .4 miles south of the Birchenough House is the Smith-Roe House, built in the early nineteenth century by a member of the Smith family. In 1841 it passed to Dr. Thomas Roe, a prominent physician in Sussex County, as a result of his marriage to Susanna Smith. It is a 2½ story fieldstone structure, with a 1½ story frame kitchen addition. The house is being carefully restored to original condition by its owner, John Dodd, an historical architect. *

(L) .2 miles south of the Smith-Roe House is the Young House, another Smith-built structure. It was built *

slightly earlier than the Smith-Roe House, as indicated by its windows, which are smaller. Otherwise, it is quite similar in design and styling.

(M) .7 miles south of the Young House is the Hill House, a small 1½ story house built in two sections, with a lean-to addition to the rear. The house has two cobblestone chimneys. The siding is clapboard and the roof slate. The house probably dates from the late nineteenth century.

2.1 miles south of the Hill House, on a hill overlooking the Van Campen Inn, is the barely discernable stone foundation of Fort Shapanack, built in 1755 as part of a colonial line of defense against Indian raids during the French and Indian War and abandoned after use in the American Revolution. *

(N) .2 miles south of the Ft. Shapanack ruins is the Isaac Van Campen Inn. It was built about 1750, either by Van Campen, or by Harmon Rosenkrans, the previous owner of the property. It is an elegant 2½ story stone structure with Georgian styling similar to that of many mansions built in Philadelphia at about the same period. The Dutch country influence is most evident in the flared eaves. The house's most elegant feature is the handsome interior panelling and mantle work, which appears to be original, and other delicate detailing such as chair rails and stair railings. The condition of the house is precarious due to an unstable subsurface which has caused it to settle and crack since the time of its construction. The house was probably not operated regularly as an inn, in the commercial sense, but may have regularly offered hospitality to stranded travelers. General Gates army camped on the *

property in December, 1776, on the way to reinforcing Washington's troops on the eve of the battle at Trenton. The house passed from the Van Campen family about 1810, and was later used as a farmhouse, and still later as a tenant house.

(O) Intrusive Cabins: Described above and indicated on USGS and sketch maps. *

(P) 4.9 miles south of the Van Campen Inn is the Albert Knight Farmhouse, a 1½ story early nineteenth century frame house with steep gabled ends, clapboard siding, and exposed stone chimney back on the end facing the road. A small kitchen wing at the opposite end has been removed. The roof at the front of the house has two dormers that were added to the house more recently. The interior of the house has deteriorated badly, but retains an interesting mantel on the end fireplace. One room has a corner fireplace *

(Q) 1.5 miles south of the Knight Farmhouse, at the beginning of the Old Mine Road's sweeping turn through the Walpack Bend of the Delaware River, is the Rosenkrans Ferry House, a 2½ story frame house on a stone foundation, erected in two sections. The oldest portion, to the south, was built about 1807 by Jonas Smith. The north section dates from about 1860. The rear of the newer portion has been extended with a shed addition more recently. The Rosenkrans family has been prominent in Sussex County since the early days of settlement there, and has operated many small businesses in the vicinity of Flatbrookville. In about 1898 the family acquired the nearby Decker Ferry (see below), moved it around the point of Walpack Bend, and operated it from this house until 1946. It was the last ferry in operation on this portion of the river.

(R) .2 miles south of the Rosenkrans Ferry House is the Decker Ferry House, also set back from the road, facing the river, on the opposite side of the Walpack Bend from the Rosenkrans building. This long, 1½ story frame house was built about 1800, but its detailing has been altered considerably through basic maintenance and modernization. A long porch extends across the side of the house toward the river. A ferry was established at this site in the mid-eighteenth century, and was operated from the house throughout the nineteenth, before being sold to the Rosenkrans family in 1898 (see above). In the Walpack Bend, in the vicinity of the two ferry houses, is the site of Fort Walpack, another of the French and Indian era forts. Like Fort Westbrook, Walpack was one of the irregularly manned, so-called "house forts" used largely as a shelter for fleeing residents during Indian raids.

(S) .6 miles south of the Decker Ferry House is the village of Flatbrookville (see above), a single row of seven houses, in the middle of which is the Rosenkrans House (not the same as the Rosenkrans Ferry House). This is an elegant two story frame house built in 1867, on a fieldstone foundation. It has original clapboard siding and an asphalt shingle roof. An open front porch with Victorian turned posts and fret brackets adorns the front of the house. This is the finest example of a Victorian house in the area. The interior detail is superior and well preserved. The house illustrates the position of the Rosenkrans family in the locality. *

(T) .8 miles south of the Rosenkrans House in Flatbrookville, on the top of Walpack Hill, is Salamovka, a large, rambling two story, five bay *

structure built around a largely intact 1½ story farmhouse from the mid-nineteenth century. The house can best be described as an architectural curiosity, but its historical background is among the most fascinating in the region. Beginning in 1880, when it was acquired by Samuel Garris of Millbrook, the building passed through the hands of a series of owners who added to it with expressive abandon to suit their needs. Garris enlarged the building to form an L with a square look-out tower in the middle of the roof. He operated the building as a hunting lodge, known as the Flatbrookville Hotel. From 1923 to 1954 it was occupied and operated by Andrew Salama, a White Russian exile from the Bolshevik Revolution, who ran it as a communal summer retreat for a large group of artist and theatrical friends from New York. In time it became the focus of a small but creative emigré community. Addition followed addition until it assumed its present form. It is currently used as headquarters and studio and residential space for the Artists for Environment program in the Delaware Water Gap National Recreation Area.

(U) 1.5 miles south of Salamovka is the village of Millbrook. The village is currently uninhabited, and part of it has been recreated by the National Park Service on the site of an actual settlement of the same name, as a typical nineteenth century New Jersey rural village. Four of the structures in the group are intact remnants of the original village.

1. The George Trauger House dates from the Civil War. It is a compact frame two story building with a one story kitchen addition to the rear. It has a patterned cut slate roof and narrow brick stove chimneys at either gable. Trauger was the owner of a *

small but prosperous farm, and he had the most substantial residence in the village. The interior has been furnished in accordance with the period by the National Park Service.

2. The E. L. Garris House is a more modest example of the Upper Delaware Valley type. This 1½ story frame house on a stone foundation was probably built during the 1850's. It represents the typical-domestic conditions of rural village dwellers throughout much of the century. A small kitchen addition was added to the rear in about 1900. *

3. The Sylvester Hill House, a 1½ story frame structure with wood siding and eyebrow windows, situated opposite the recently (1972) reconstructed Methodist Church, is a valuable example of one of the most typical of Upper Delaware Valley dwellings.

4. The Millbrook Schoolhouse was built about 1820 for the local Walpack Union Congregation. It stood on the hill above its present location, to which it was moved in 1868. The school was run in its basement, with church services on the main floor until the latter year, when it was moved and converted into a fulltime school building. Despite neglect and careless maintenance, it retains considerable early details and character. The Millbrook Cemetery is on the hill above the school. The names of area residents of Millbrook are still visible on the old gravestones. Included are the Miller, Abraham Garris and the man who organized the village's first Sunday School, Coonrad Welter.

2.5 miles south of Millbrook is a small cluster of houses and outbuildings not appropriately classifiable as a village, but having some historic relation to each other.

(V) The Miller House is located directly across the Old Mine Road from the Abraham Van Campen House. This house was built in the early nineteenth century, certainly before 1830, on a somewhat earlier cut stone

foundation. It was remodeled about 1860, and again in the mid-twentieth century. It is surrounded by a barn, wagonshed, and other outbuildings. Unlike other updated buildings in the area, this house wears its changes well, and illustrates changing styles of domestic architecture in the Valley. The "front" of the house faces away from the road, indicating a probable shift in the road's alignment at some point since the early nineteenth century.

(W) The Abraham Van Campen House is a long, 1½ story stone house covered with stucco at the first floor level. It was built about 1750 by Van Campen, the progenitor in the Upper Delaware Valley of one of the area's most prominent families. The house has received substantial alteration, but remains architecturally interesting. The interior retains a number of significant original features, including large arched fireplaces and exposed ceilings with wide spaced beaded joists.

The B. B. Van Campen House is a two story frame clapboard gable end house with a 1½ story wing at one end, set on a rough fieldstone foundation. The house dates from about 1840, and was extensively remodelled in the late nineteenth century by the addition of a porch, bay window and a dormer in the roof of the smaller wing. Despite these changes it retains a substantial amount of the original feeling.

Near the Abraham Van Campen House is the site of the Van Campen Fort, one of a number of "house forts" used for the shelter of the local population during the French and Indian War.

(X) 1.7 miles south of the Van Campen house cluster is the entrance to the Pahaquarry Copper Mine Ruins. *

These structures, which consist of several tunnels plus some large masonry remains of undetermined function, are the source of the name for the road, and of the controversy over the validity of local traditions concerning the mines. This is discussed in the section on significance.

(Y) .8 miles south of the Copper Mine Ruins is the Copper Mine Inn, also known locally by its historic name, Shoemaker's Union Hotel. This is a three story structure, of which the first two stories are of stone and date from the early eighteenth century. This would thus be one of the oldest buildings in all of the Minisink. The building has been extensively altered over the years, the most extensive change being the addition of a large frame third floor in 1908. The hotel is surrounded on three sides by an open porch covered with a sloping metal roof, supported by round wooden Doric posts of early twentieth century vintage. The inn served as a stopping place both for stage coaches along the Old Mine Road, and for traffic on the river at Decker's Ferry, which was located nearby. *

(Z) The Old Mine Road Historic District ends at the foot of the lower driveway to the Copper Mine Inn. From this point the roadway extends 6.4 miles to the Delaware Water Gap.

during the nineteenth and twentieth centuries, though never with any real commercial success. The same may have been true during the seventeenth century.

Important questions, on the other hand, have been raised about the "Dutch Mine" theory. These relate to such things as the quality of the ore, the level of seventeenth century mining technology, and the lack of any solid evidence of sustained mining on the site before 1849. Much more research by trained historians, and very probably by mining engineers, would be required before the theory could be confirmed.

The Old Mine Road's historic importance lies elsewhere in any case. Whether or not copper was ever mined profitably at Pahaquarry by a mysterious legion of Dutch adventurers, the Upper Delaware Valley was not destined to become an important center of industrial activity, or a major avenue of commerce, for that matter. It was, during the eighteenth century, one of America's first and most important frontiers. As late as the mid-nineteenth century it held a secure, if unspectacular place in the American mainstream, as a producer and exporter of foodstuffs, timber, and other agricultural products. When, after the Civil War, it receded into a kind of backwater, between the booming industrial cities on the one hand, and the more efficient mechanized farms of the western prairies on the other, it continued to participate in the evolution of American civilization, if on a more local level of significance.

In the middle of these changes in the region, and its place in the life of the nation, the Old Mine Road played a continuingly important part in the economy, culture and society of the people who lived along it and used it. Its importance can be read in the names it has held, in addition to the Old Mine Road: "The Trade Path", "The Path of the Great Valley", "The Good Esopus Road", "The King's Highway", "The Queen's Highway", and "The National Trail". To the interstate motorist of the late twentieth century who strays from the superhighway, The Old Mine Road may not seem like much of a road. To those who made their homes in the Upper Delaware Valley, from the Delaware Water Gap to Port Jervis, the road has been literally a lifeline for more than two-and-a-half centuries.

The Old Mine Road began shaping the character of the Valley by the early seventeenth century, at the latest, by facilitating the settlement of the region by a predominantly non-English population. In its own way, the valley would become as much a peculiarly American melting pot as Manhattan's storied Lower East Side, as English settlers from Pennsylvania and southern New Jersey began to infiltrate what had previously been a basically Dutch and Huguenot community after about 1750. The result of this process is graphically preserved in the architectural heritage of the region, particularly in what is called the Upper Delaware Valley House. A number of these houses are included in the Old Mine Road Historic District. (See description).

In addition to shaping the initial settlement patterns of the area, the road continued to have an important influence. It served local economic needs by facilitating exchanges among neighboring farms, as well as providing access to distant markets. It made possible what semblance of community there could be among a people whose settlement traditions emphasized dispersed farms rather than concentrated villages. It accommodated the defense needs of the locality during the French and Indian War, by connecting a string of small forts and blockhouses erected to prevent Indian raids along the New Jersey frontier, and of the fledgling nation during the Revolution, as the backcountry route along which General Gates' troops slipped, undetected by the British, to reinforce Washington at Trenton. As late as 1800 it was important enough of a regional artery that John Adams preferred it for travelling back and forth between sessions of Congress in Philadelphia, and his home in Massachusetts.

Perhaps the most important characteristic of the Old Mine Road, for the present and future generations, is that it recorded, as effectively as any photographic plate, the changing ways of life in which it played a vital, and often a conclusive part. It is one of history's and geography's nice little ironies that many of the same factors that made the Upper Delaware Valley an appropriate place for settlement and the "good life" during the eighteenth and much of the nineteenth centuries--the snug valleys, steep wooded ridges, fertile floodplains and profusion of swiftwater streams--largely spared it the very real but very mixed blessings that came to most of the rest of the country in the two-headed form of urban industrialism between the Civil

War and the present. In the Jersey Minisink country, the nature and scale of the resources was such as to reward small enterprise, while retarding the development of large.

It would be stretching a point more than a little to say that the twentieth century has left the Old Mine Road and its environment alone. The profusion of summer homes and hunting cottages along the river gives lie to the claim, as does the more than occasional sight of eighteenth century farmhouses with picture windows punched through their 24 inch stone walls. But it can honestly be claimed that modernity has tread upon the district as gently as anywhere in the settled parts of the industrial heartland, and moreso than in most places. The diversity of styles in the early farms and structures along the road testifies to the claim.

The mute and isolated solidity of the Ennis or Westbrook-Bell Houses still conveys a sense of the stark and raw, yet civilized state of life that existed on the earliest American frontier. The simple but imposing elegance of the Van Campen Inn, standing alone on a sweeping curve in the rutted, one lane country road, bids the same welcome and carries the same feeling of urbane grace in the backcountry that it did two centuries ago. The jigsaw finery of the Rosenkrans House in Flatbrookville says as much about Victorian taste, and its penetration of the hinterland, as a volume of learned adjectives. The peek-a-boo serendipity of Salamovka, blinking in wide windowed wonder from a hilltop at the valley below, recalls the boarding house era of the early twentieth century, when sunshine, fresh air and "scenery" were the stuff of the all-American vacation. Finally, the stolid ambiguity of the copper mine "ruins" at the foot of the Old Mine Road invests the region's early history with a touch of open endedness, of romance, of discoveries yet to be made.

The Old Mine Road traverses a countryside that wears its history lightly, gracefully, respectfully, and, to the eyes of a newcomer, well. No regional chamber of commerce trumpets its virtues and stands by to reap the reward. No rigid or artificial uniformity of styles prevails. Instead, there is a graceful blend of authentic survivals, carefully preserved and adapted by people who, in many cases, have an investment in the locality measured in generations rather than years. The district

is not without buildings that are plain, unexciting, ordinary, or downright ugly. But, in the metropolitan heart of a country that yearns to restore a connection with its past, to find the "earlier, quieter America" that infests the rhetoric of advertising copywriters, politicians, and practically everyone in between, it is living history in the best tradition. It deserves to be cherished and preserved.

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_____ "Historical Architectural Survey of Delaware Water Gap National Recreational Area," National Park Service, Mid-Atlantic Region, 1975.

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Snell, James P. (Compiler). History of Sussex and Warren Counties, New Jersey. Philadelphia: Everts and Peck, 1881, pp. 314-315, 364.

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Pahaquarry Township, N. J., together with a corridor whose boundaries shall consist of lines running parallel to the above mentioned rights of way, at a continuous distance of fifty (50) feet outward from each edge of the rights of way. All of the area contained within the above mentioned boundaries shall be considered a part of the Old Mine Road Historic District, and all of the area lying outside of the above mentioned boundaries shall be considered excluded from the district, with the following exceptions (as noted on the accompanying United States Army Corps of Engineers Tocks Island Lake tract maps): **

1. At the intersection of the line separating tracts #10643-2 and 10641-1, with the Old Mine Road right of way, the district shall widen to a depth of 200' for a distance of 300' south of said tract line to allow for the inclusion of the Black Farmhouse (Item B in Section #7, "Description", and on the accompanying USGS maps.)

2. The district shall widen to include part of tract #10639, on the western edge of the Old Mine Road right of way, to a depth of 650' along the northernmost boundary line of that tract, and 800' along the southernmost boundary line to allow for the inclusion of the Westbrook Bell House and the remains of Fort Westbrook (Item C in section #7, and on the accompanying USGS maps.)

3. The district shall widen to include part of tract #10464, on the western edge of the Old Mine Road right of way, to a depth of 500' along the southern edge of a narrow, unimproved road leading into said tract, labeled "Penn Avenue" on the accompanying Army Corps of Engineers tract map, and to the same depth along the southernmost boundary line of that tract, to allow for the inclusion of the Ennis House (Item D in section #7, and on the accompanying USGS maps.)

4. The district shall widen to include part of tract #10225, on the western edge of the Old Mine Road right of way, to a depth of 150' along both the northern and southernmost boundary lines of that tract, to allow for the inclusion of the Anson Johnson House (Item E in section #7, and on the accompanying USGS maps.)

5. The district shall widen to include part of tract #10202-1, on the western edge of the Old Mine Road right of way, to a depth of 150' along the northernmost boundary line of that tract, and to the same depth along an unnamed, unimproved road leading into the tract, located approximately 600' south of the above mentioned tract boundary line, to allow for the inclusion of the Depue House (Item F in section #7, and on the accompanying USGS maps.)

6. The district shall widen to include all of tract #8839-C on the western edge of the Old Mine Road right of way, to allow for the inclusion of the Fisher or Mettler Cemetery (Item G in section #7, and on the accompanying USGS maps.)

7. The district shall include a small spur which shall consist of the right of way of a small, unnamed, unimproved road which intersects with the Old Mine Road right of way on its western edge, in tract #8802, approximately 1500' north of the intersection of the Old Mine Road with the road leading to the Dingmans Ferry Toll Bridge, together with a corridor extending along that small road for fifty (50) feet on either side of it, plus all of tract #8855. This spur will allow for the inclusion of the John Wesley Van Auken House (Ennis Ferry House) Item I in section #7, and on the accompanying USGS maps.)

8. The district shall widen to include part of tract #8420-2, on the eastern edge of the Old Mine Road right of way, to a depth of approximately 150' along a narrow, curving, unimproved road which leads into the tract between the barn and the main house. The 150' depth shall extend for 300' to the south, parallel to the Old Mine Road, after which the boundary shall return to 50'. This will allow for the inclusion of the Birchenough, or Daniel Smith House (Item J in section #7, and on the accompanying USGS maps.)

9. The district shall widen to include part of tract #8419-1, on the western edge of the Old Mine Road right of way, to a depth of 200' along the northernmost boundary line of that tract, and to the same depth along the southernmost boundary of the tract, to allow for the inclusion of the Smith-Roe House (Item K in section #7, and on the accompanying USGS maps.)

10. The district shall widen to include part of tract #8412-1, on the western edge of the Old Mine Road right of way, to a depth of 200' along the northernmost boundary line of that tract. The 200' depth shall extend for 300' to the south, roughly parallel to the Old Mine Road, after which the boundary shall return to 50'. This will allow for the inclusion of the Young House (Item L in section #7, and on the accompanying USGS maps.)

11. The district shall widen to include part of tract #7830, on the western edge of the Old Mine Road right of way. In addition to the regular 50' margin beyond the above mentioned right of way, the district shall include all that part of tract #7830 which lies between the right of way and the broken boundary line labelled:

T.I.L.P. 23.28 AC

D.W.G.N.R.A. 1.80 AC

on the accompanying United States Army Corps of Engineers tract map. This will allow for the inclusion of the Hill House (Item M in section #7, and on the accompanying USGS maps.)

12. The district shall widen to include parts of tracts #7800, 7801-2, 7801-3, 7111-1, 7111-2, 7107-2, 7112, 7113, 7114, 7115, 7116, 7117, 7118, 7119, and 7120, on both the eastern and western edges of the Old Mine Road right of way. From the boundary between tracts 7801-2 and 7802-1 on the western edge of the right of way, and between tracts 7801-3 and 7802-2 on the eastern edge, southward to the point where the Old Mine Road intersects with Walpack Center Road (See Army Corps of Engineers tract map), the district shall include 200' outward from either edge of the right of way. From this point southward to the intersection of the Old Mine Road with and unnamed, unimproved road which leads to the west into tract #7111-2, the district shall include 200' outward from the edge of the right of way on the western side of the Old Mine Road, and 300' outward from the right of way on the eastern side. From this point southward to the boundary between tracts #7114 and 7069-1, on the western edge of the Old Mine Road, and between tracts 7111-1 and 7070 on the eastern edge, the district shall include 200' outward from either edge of the Old Mine Road right of way. This will allow for the

inclusion of the ruins of Fort Shapanack (Fort John) as well as the Isaac Van Campen Inn (Item N in section #7, and on the accompanying USGS maps), and will afford a special measure of recognition and protection to the character of this, the most pristine and unspoiled section of the Old Mine Road Historic District.

13. The district shall widen to include all of tract #6750, on the eastern edge of the Old Mine Road right of way, to allow for the inclusion of the Albert Knight Farmhouse (Item P in section #7, and on the accompanying USGS maps.)

14. The district shall widen to include part of tract #7626-1 and all of tract #7627-C, on the western edge of the Old Mine Road right of way. The addition to the district shall consist of a strip of land running roughly perpendicular to the Old Mine Road, extending for 200' on the north side, and 100' on the south side of the center point of a narrow, unimproved private road which leads into tract #7626-1 and parallels the edge of the Lower Walpack Cemetery (See Army Corps of Engineers tract map). The strip shall extend along the above mentioned private road for a distance of 1500', allowing for the inclusion in the district of the Rosenkrans Ferry House (Item Q in section #7, and on the accompanying USGS maps), as well as an early and historic burying ground.

15. The district shall widen to include parts of tracts #7624-1 and 7621-2, on the western edge of the Old Mine Road right of way. The addition to the district shall consist of a strip of land running roughly perpendicular to the Old Mine Road, extending for 200' on the south, and 100' on the north side of a narrow, curving, unimproved private road which leads into tract #7624-1 (See Army Corps of Engineers tract map). The strip shall extend along the above mentioned private road for a distance of 1000', allowing for the inclusion in the district of the Decker Ferry House (Item R in section #7, and on the accompanying USGS maps)

16. The district shall widen to include part of tract #7612-1 on the eastern edge of the Old Mine Road right of way, to a depth of 100' along the western boundary line of that tract, and to the same

depth along the eastern boundary line, to allow for the inclusion of the Rosenkrans House (Flatbrookville) (Item S in section #7, and on the accompanying USGS maps.)

17. The district shall widen to include part of tract #6521-4, and all of #'s 6521-3 and 6521-5, on the eastern edge of the Old Mine Road right of way. All the part of tract #6521-4 lying between the Old Mine Road and the northern boundary of the tract, the long eastern boundary segment which separates tracts #6521-4 and 6525, and an extension of the latter line to meet the Flatbrookville-Stillwater Road, as shown on the Army Corps of Engineers tract map, shall be included in the district. This will allow for the inclusion of Salamovka (Item T in section #7, and on the accompanying USGS maps.)

18. The district shall widen to a depth of 100' on the western side of the Old Mine Road in that segment during which the district passes along an unimproved, restricted access gravel road through the village of Millbrook, to allow for the complete inclusion of the George Trauger House, the E. L. Garris House, the Sylvester Hill House, and the Millbrook Schoolhouse (Items U in section #7, and on the accompanying USGS maps). (Note: It is important to remember that these four structures are the only ones in the village of Millbrook which individually meet National Register eligibility criteria. Thus, while other structures will necessarily fall within these boundaries, they are technically intrusive, although they do not detract from the appearance or integrity of the district.) On the eastern side of the road, the boundary will remain at the regular depth of 50' beyond the right of way. At the point where the gravel road re-joins the paved highway immediately south of Millbrook, the boundary of the district will return to 50' on both sides of the road.

19. The district shall widen to include parts of tracts #614-1, 615-2, 617-1, and all of tract #616-C, on both the western and eastern edges of the Old Mine Road right of way. On the western edge, the boundary shall extend into tract #614-1 to a depth of 200' along the northern boundary line of the tract, and to the same depth along the southern boundary line. This will allow for the inclusion

of the Miller House (Item V in section #7, and on the accompanying USGS maps.) On the eastern edge the district shall extend into tract #615-2 to a depth of 900' along the northern boundary line of that tract, and then across the tract, along the eastern boundary of tract #616-C, across a narrow, unimproved private dirt road which divides tracts #615-2 from 617-1 and into the latter tract for 200' and then back to the Old Mine Road, 1000' to the west. The block of land thus enclosed will include parts of tracts #615-2 and 617-1, and all of tract #616-C, to allow for the inclusion of the Abraham Van Campen House, the B. B. Van Campen House, and the Van Campen Fort Site. (Items W in section #7, and on the accompanying USGS maps.)

20. The district shall widen to include part of tract #605-1, on the eastern edge of the Old Mine Road right of way. The addition to the district shall consist of a strip of land roughly perpendicular to the Old Mine Road, extending for 300' on each side of a small unnamed stream which crosses the tract and empties into the Delaware River approximately 1600' south of the lower end of Poxono Island. The strip of land shall extend to the southeast along the above mentioned stream for a distance of 1500' from the Old Mine Road, allowing for the inclusion of the historic and archeological remains of the Pahaquarry Copper Mine Ruins (Item X in section #7, and on the accompanying USGS maps.)

21. The district shall widen to include part of tract #603-1, on the western edge of the Old Mine Road right of way. The addition to the district shall consist of all that part of the tract which lies to the south of a line drawn between the Old Mine Road and the edge of the Delaware River, 1200' southwest of the northeastern boundary line of tract #603-1. This will allow for the inclusion of the Copper Mine Inn/Shoemaker's Union Hotel (Item Y in section #7, and on the accompanying USGS maps.)

The Old Mine Road Historic District ends at the lower end of tract #603-1

**Note: As in Section #7, "Significance", directional terms are used, unless otherwise specified, in a conventional, rather than

a technical, or magnetic sense. Thus, "along the western edge of the Old Mine Road right of way" means on the right hand side, proceeding "southward" along a road which generally tends to run in a north-south direction. Likewise, "eastern" edge, means the left hand side. Such terms as the "northern" or "northerly", or "northernmost... tract boundary line," are used with reference to this system of orientation. The "northern" boundary line of a tract would thus be that line which meets the Old Mine Road farthest to the "north", or, in other words, closest to Point A., the beginning point of the district. In most cases, the meaning of these usages can be easily understood by reference to the accompanying USGS or Army Corps of Engineers tract maps.

***Note: These references are to the beginning point of the Old Mine Road in Montague Township, N. J. (A), two approximate midpoints: The Isaac Van Campen Inn in Walpack Township (B), and Salamovka (C); and the end point of the Old Mine Road in Pahaquarry Township (D).

SKETCH MAP(S)

Note: These maps are not drawn to precise scale. As noted in the Verbal Boundary Description, the district covers fifty (50) feet on either side of the Old Mine Road right of way, except where a wider boundary is specified in connection with an associated structure. The associated structures are identified on the sketch maps by their names, as well as by a number and letter, which refer to their designation elsewhere in this nomination in Section #7, "Significance", Section #10 Verbal Boundary Description, and on the accompanying United States Geological Survey maps 1-5, along with the designation (2/C). The numeral refers to the number of the exception to the fifty foot boundary width made to include that structure. The letter refers to the designation for the house in Section #7, and on the USGS maps. The approximate area included in the district is indicated by dark cross hatching, and the approximate location of the structure in question is shown with a darker mark. The numbered red arrows refer to enclosed photographs of some of the associated structures and general views of the district. The arrow shows the approximate direction of the camera view, and the number refers to the number of the photograph (not the structure).