

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH0681601

FOR NPS USE ONLY
RECEIVED AUG 9 1978
DATE ENTERED 8 1980

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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

1 NAME Historic District
HISTORIC Pursley's Ferry (Parcell's, Pursell's, Purcell's, Parsley Ferry)
AND/OR COMMON

LOCATION

STREET & NUMBER River Road at Church Road

CITY, TOWN Holland Township VICINITY OF 13th
STATE New Jersey CODE 34 COUNTY Hunterdon CODE 019
NOT FOR PUBLICATION CONGRESSIONAL DISTRICT

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME Multiple - see attached list

STREET & NUMBER
CITY, TOWN VICINITY OF STATE

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Hall of Records

STREET & NUMBER Hunterdon County Courthouse

CITY, TOWN Flemington STATE New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE New Jersey Historic Sites Inventory (#1492.2)

DATE 1976 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Office of Historic Preservation

CITY, TOWN Trenton STATE New Jersey

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input checked="" type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Encompassing nearly 61 acres, Pursley's Ferry has four major buildings within the area; 3 of which are 18th - early 19th century and one is a modern dwelling. The land is quite level and banks into the Delaware River while having its eastern terminus as the Pennsylvania Railroad R.O.W. This configuration of the nominated area conforms very closely to a map prepared in 1820 by the N.J. Surrogates Court.

The buildings, from north to south are:

- Photos #1, 2, 3*
1. Purcell/Brinks House. Possibly built in the 18th century, this 2 1/2 story house has an L-form. Covered with stucco, the building has a 4 bay front facade. The wing off the rear, apparently contemporary with the main unit, has two bays. The roof of both sections is gable with a tin coating. There are two gable end chimneys at the roof peak. The front facade has a full length porch. On the south gable end is a small one story stone section. There is a double entrance on the front facade. Windows are 2/2 sash. *?*
- Photo #4*
Pennsylvania German → 2. John Hannah Bloom House. c. 1810. 2 1/2 story frame dwelling with four bay front. Windows are 6/6 sash. Gable end chimneys. First floor has modern picture-bay windows. Kitchen wing off gable end is a 2 1/2 story two bay unit. Outbuilding on premises is a large Pennsylvania German fore-bay barn. Painted flat-red with vertical board siding, this traditional barn form--double entrance level, three pens, and loft has an enclosed courtyard. Perpendicular to the barn is a small 1 1/2 story frame shed.
- Photo #8* - 3. Modern 2 1/2 story frame dwelling with semi-detached two-car garage.
- Photo #9, 10* 4. Hart Johnson House. Late 18th century. This is a 2 1/2 story Federal style brick farmhouse. The building has a symmetrical 5 bay facade with center entrance. The brick is Flemish bond. The roof is gable with two dormers. There are paired chimneys at the gable ends. The front windows are 9/9 sash with panelled shutters and shutter-dogs on the first floor and louvered shutters on the second. At the front, the center entrance door has a round arch transom with fanlights. Interestingly, the gable and side to the west has two round arch doorways, an unusual architectural feature, and possibly an early 20th century alteration. The interior has a center hall with

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	AUG 9 1978
	OCT 8 1980
DATE ENTERED	

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Pursley's Ferry
Holland Township
Hunterdon County
New Jersey 034

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

rooms on either side, front and back. All rooms are 16 1/2' x 16'. The hall is 6 1/4' x 32' with a stairway to the rear of the hall. Each room has an Adamesque mantle-piece. Off the rear of the house is a 15' by 24' - 1 1/2 story frame barn. On the east gable end is a modern one story kitchen.

The 1820 map shows several presently non-existing structures including what has been identified as a small saw mill which operated until about 1900 and a blacksmith shop. The foundations of these structures are unexposed, but as they are indicated along a stream which has long since disappeared (still evidencing a slight depression) their precise location is easily possible.

ITEM #4

Property Owners in district

Mr. R.J. Sullivan (Property #1)
Mr. C.F. Brasch
Box 238A RD 1
Pittstown NJ 08867

Mr. & Mrs. Pierson (Properties # 2 & 3)
RD 1
Milford NJ 08848

Mr. R. Van Duzer (Property #4)
Mr. T. Garrison
RD 1
Milford NJ 08848

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Commerce/Transportation

Pursley's Ferry, the first ferry across the Delaware in the vicinity of the Musconetcong Valley, was established sometime after 1742 in response to the Durham Furnace on the Pennsylvania side. Located about mid-distance between Lambertville (New Hope, PA) and Phillipsburg (Easton, PA) this is perhaps the most undeveloped ferry site on the Delaware in New Jersey and, consequently, can provide significant insight into 18th century transportation facilities and communities.

Providing a means of passage across a river has always been a formidable transportation problem. For small streams during the 18th century, the most common crossings were fords. Where the rivers were too large to ford, ferries were provided by entrepeneuring businessmen at strategic locations. Crossing the Delaware River depended entirely on licensed ferrymen, perhaps at a dozen locations or so, in New Jersey.

A British officer captured by the Americans during the Revolution described such a ferry at nearby Frenchtown in 1778: "We crossed the river in scowls (sic), which are flat bottom boats, large enough to contain a wagon and horses; they are a safe conveyance and mostly used to cross the rivers in the country; they are rowed with oars on large rivers; but over a creek, ... they pull them across by means of ropes fastened to either sphere." (Thomas Anburey. Travels Through the Interior Parts of America. p. 249).

Pursley's Ferry, established around 1742 when the Durham Furnace was begun, is definitely identified in 1760 petition for taverns in Bethlehem Township, Hunterdon County as the "petitioners resideth at the Ferry on Delaware opposite to Durham Furnace, commonly known by the Name of Pursley's Ferry". This document also establishes the house on the ferry site as being a tavern also.

By the Revolution, another ferry, Benjamin Shenk's, was situated just to the north at present-day Riegelville.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet

ACREAGE NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 61
 UTM REFERENCES

UTM NOT VERIFIED

A	18	483900	4491980
	ZONE	EASTING	NORTHING
C	18	483900	4491180

B	18	484060	4491260
	ZONE	EASTING	NORTHING
D	18	483510	4491700

VERBAL BOUNDARY DESCRIPTION

E 18 483510 4491980

Beginning at the intersection of Church Road and the Pennsylvania Railroad R.O.W line, proceed along Church Road 600 feet SW to the Delaware River; thence proceed along the bank of the Delaware River 2500 feet NNW; thence proceed 1250 feet E to the Pennsylvania Railroad R.O.W. line; thence proceed along the Pennsylvania Railroad R.O.W. line 2150 feet SSE to the point of origin.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Terry Karschner

ORGANIZATION Office of Historic Preservation

DATE 1/1978

STREET & NUMBER 109 West State Street

TELEPHONE (609)984-6012

CITY OR TOWN Trenton

STATE New Jersey

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

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

Deputy *Terry Karschner*
 STATE HISTORIC PRESERVATION OFFICER SIGNATURE

7-72-78

TITLE Deputy Commissioner
 N.J. Department of Environmental Protection

DATE July 12, 1978

FOR NPS USE ONLY

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

James M. Boyd
 DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
 ATTEST

James M. Boyd
 DATE 10-8-80
 KEPT BY THE NATIONAL REGISTER
 DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	AUG 9 1978
DATE ENTERED	OCT 8 1980

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Pursley's Ferry
Holland Township
Hunterdon County
New Jersey 034

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

While Shenk's Ferry was probably a reason in the decline of ferriage at Pursley's, other factors isolated the area further. The iron industry in the region was deteriorating and the result was a general economic hardship for the ferries which depended on such trade. The three forges on the Musconetcong River nearest the Delaware had ceased to function around 1790-1810 and, consequently, no longer provided ore to the Durham Furnace on the Pennsylvania side. The advent of canals in the 1820's and '30's and the railroads shortly after (Belvidere and Delaware Railroad. 1854), spelled total doom for the industrial future of the Pursley Ferry, which ceased to operate in the 1840's.

This industrial neglect, however, created perhaps the most isolated and historically intact ferry crossing along the Delaware on the New Jersey side and even today portrays authentically the atmosphere encountered by travelers using ferries in the 18th and 19th centuries.

Architecture

The Hart Johnson House is a good representative example of the Federal style of architecture and is a particularly fine specimen for this isolated region.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	OCT 8 1980
DATE ENTERED	

CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE

While Shenk's Ferry was probably a reason in the decline of ferriage at Pursley's, other factors isolated the area further. The iron industry in the region was deteriorating and the result was a general economic hardship for the ferries which depended on such trade. The three forges on the Musconetcong River nearest the Delaware had ceased to function around 1790-1810 and, consequently, no longer provided ore to the Durham Furnace on the Pennsylvania side. The advent of canals in the 1820's and '30's and the railroads shortly after (Blevidere and Delaware Railroad. 1854), spelled total doom for the industrial future of the Pursley Ferry, which ceased to operate in the 1840's.

This industrial neglect, however, created perhaps the most isolated and historically intact ferry crossing along the Delaware on the New Jersey side and even today portrays authentically the atmosphere encountered by travelers using ferries in the 18th and 19th centuries.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
RECEIVED	AUG 9 1978
DATE ENTERED	OCT 8 1980

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Pursley's Ferry
Holland Township
Hunterdon County

New Jersey 034
CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

Genealogical Society of New Jersey. Map Series #4. Sheet C,
Hunterdon County, New Jersey. Manuscript map by D.
Stanton Hammond, 1965.

Schmidt, Huburt, Rural Hunterdon. 1945.

Wacker, Peter. The Musconetcong Valley. 1968. (p. 158).

Map of property purchased in 1810 by David Brinks. N.J.
Surrogates Court. 1820.

Revolutionary Map of New Jersey. William Faden. 1777.

Deeds. Hunterdon County.

Thomas Pursel to Daniel Brinks. Recorded September 25,
1810.

Tavern Petitions. Hunterdon County.

Benjamin Tomkins	1760, 1764
James Bailey	1766, 1767, 1768
Thomas Purscel	1793
Daniel Brinks	1802-1820
Mary Brink	1821
Henry R. Brink	1822

Map of Hunterdon County, New Jersey. Samuel C. Cornell, 1851.

Atlas of Hunterdon County, New Jersey. F.W. Beers, New York, 1873.

Genealogical Society of New Jersey . Map Series Number 4. D. Stanton
Hammond, 1965, using manuscript documents.

FOR HCRS USE ONLY
RECEIVED MAR 31 1980
DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER

PAGE

Pursley's Ferry
Holland Township
Hunterdon County

ADDENDA

The area nominated was the site of an 18th century ferry, tavern, saw mill, blacksmith shop and farmsteads, and the entire property is in an environment essentially unaltered and undisturbed since the late 19th century. The archeological potential is considerable.

The Purcell/Brinks House was associated with the ferry operation. No other extant appurtenances appear to be related to this commercial enterprise. As was frequently common, the house was also a tavern in the 18th and 19th centuries and provided substantial services to travelers crossing the Delaware via the ferry. This building, although altered in the mid-19th century, is a good representative example of stone construction techniques of the 18th century.

The barn is a representative example of a Pennsylvania-German fore-bay bank barn with full courtyard.

Documents place the saw mill and blacksmith shop immediately south of the Purcell/Brinks House, but the precise locations have not been determined. There is no precise location for the site of the ferry. Inasmuch as the entire area has not been disturbed over the years the saw mill, blacksmith shop, and ferry sites have good archeological potential for producing information important to saw mill technology, blacksmithing and ferry operations along the Delaware River in the 18th and 19th centuries.

The acreage nominated corresponds nearly perfectly to the 1810 transfer of property from innkeeper Thomas Pursell to innkeeper Daniel Brinks (see attached Map I). Prior to 1810 the property was approximately 200 acres and known as Lot 23 of the Barker Tract. At the time of the property transfer to Daniel Brinks Lot 23 was divided into seven lots. Around 1860 the railroad sheared off a small portion of the eastern boundary of the subject area. This section is excluded from the nominated area. Although Pursell and Brinks were innkeepers, they also farmed the land in the 18th and 19th centuries. The entire nominated area is still being farmed. Two of the larger present lots have established preservation easements for their properties.

FOR HCRS USE ONLY
RECEIVED MAR 31 1980
DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 10 PAGE

Pursley's Ferry
Holland Township
Hunterdon County

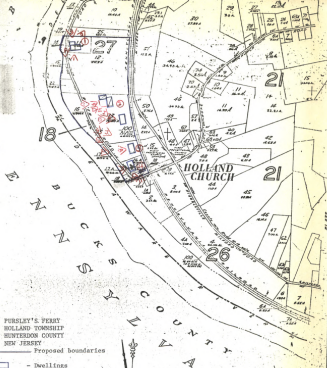
ADDENDA

Geographical Data - U.S.G.S.

The boundaries of the district were incorrectly drawn on the original U.S.G.S. map submitted. UTM coordinates have been revised appropriately. The buildings indicated alongside of the road at the northern third of the district are not extant. In addition, the road is no longer used and barely discernable on the landscape.

The land area in 1810 totaled 90 acres, according to the map specifications. The present day delineated area constitutes 61 acres and save for the section of land east of the railroad tracks still conforms to the early 19th century boundaries of David Brinks land.

T. Karschner
12/1979



FURSLEY'S FERRY
 HOLLAND TOWNSHIP
 HUNTERDON COUNTY
 NEW JERSEY

Proposed boundaries

-  - Dwellings
-  - Outbuildings
-  - Photographs
-  - Building Inventory Reference

MAR 31 1900

TAX MAP
 HOLLAND TOWNSHIP
 Hunterdon County, N.J.

Scale: 1" = 400', June 1929.

Map of Property Purchased in 1810 by David Brinks.
New Jersey Surrogate's Court. recorded in 1820.

Proposed historic district
present day property lines
outlined in red.

T. Karachner 3/1980

Michael Bearfoff senior

