MASTER PLAN

HISTORIC PRESERVATION PLAN ELEMENT

Township of Toms River

Ocean County, NJ

ADOPTED: May 17, 2017

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The Historic Preservation of the Master Plan was first adopted as part of the 2006 comprehensive Master Plan. At that time, Toms River Township was known as Dover Township. When Ocean County was established in 1850, Dover Township was chosen as the county seat. While the town was known as Dover Township, the downtown was always referred to as “Toms River”. The name change in 2006 was embraced as eliminating the confusion.

The Township and the river are named for Thomas Luker, who settled in the area around Downtown Toms River around 1685. An English Colonial map in 1712 refers to the river leading to the settlement as “Tom’s River”. The apostrophe in the name eventually became omitted from the name of both the river and the settlement.¹

During the War of Independence, the settlement was a starting point for raids by patriots. On March 24, 1782, a band of Tories led by British officers attacked the crude blockhouse that protected the settlement. The blockhouse was built at the crest of the hill where the present day Robbins Street (near Town Hall) exists today.² Captain Joshua Huddy, who was known for his efforts in ridding neighboring Monmouth County of Tory refugees, was outnumbered and forced

¹ J. Mark Mutter, Township Clerk and Historian, Memorandum, March 23, 2017.
Battle of Toms River

“It was this date in history--March 24, 1782--six months after the Revolutionary War had ended, that the British sailed from New York and attacked Toms River defended by Capt. Joshua Huddy. The Blockhouse was overrun, nine Patriot soldiers were killed, Huddy was captured, and the village was burned to the ground. Three months later, Huddy was hanged without trial, setting off an international incident and delaying for months peace talks in Paris.”

J. Mark Mutter
Township Clerk & Historian
March 24, 2017

The “village” of Toms River once flourished as a seaport as well as a County Seat, with the downtown situated where the river becomes navigable by larger vessels. Large two and three-masted schooners carried foreign trade into the village docks until Cranberry Inlet, north of the mouth of the Toms River (now where Ortley Beach is located and the basis for the name of “Ocean Gate” Borough), was closed in a storm that filled it with sand in 1812. The closing of the inlet caused shoals to build up in the Barnegat Bay preventing larger ships from maneuvering close to the shoreline. However, Toms River was known as a fishing village up to the middle of the 20th Century. A description of the village published in 1939 reflects its nautical heritage: “The town is widely known for its excellent clam chowder, always served with ship’s biscuit.”

Since 1939, the Township evolved as an agricultural community where poultry farms were prevalent, as well as a summer vacation destination with a significant seasonal fluctuation in population. With the construction of the Garden State Parkway in the 1950s, the Township grew rapidly and eventually matured as a year-round residential community with a population of over 90,000 people, three public high schools and Donovan Catholic High School, a variety of neighborhoods and major highway commercial corridors along Routes 9, 37 and 70. It remains the County Seat and the barrier island, riverfront and lagoon neighborhoods remain a popular summer vacation and year-round retirement destination.

The Township’s downtown remains a center for the region for County and Township government, transportation and local services. Meanwhile, the neighborhoods to the north and west of the downtown still retain many of the former farmhouses and homesteads that dotted the old roads leading to the hub by the river. This Historic Preservation Element provides an update and supplement to the 2006 Master Plan Historic Preservation

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2 J. Mark Mutter, Township Clerk and Historian.
Element, as some resources have been lost to fire, storm or development in the past 10 years, while others were found through the use of more advanced databases and mapping technology.

The following narrative provides additional detail on the historic sites within downtown Toms River, while the remainder of this Element addresses other areas of the Township with historic or cultural significance.

**Old Village of Toms River (National Register Inventory Site (NRIS) 64000495)**

The surviving sites from the original village of Toms River consist of several sea captains’ houses, the Ocean County Courthouse and Ocean County Jail, among others. This collection of historic sites is listed on the National Registry Information System (NRIS) under “Old Village of Toms River MPA” (NRIS #64000495). The nomination form, dated August 6, 1980, prepared and submitted by the Ocean County Cultural and Heritage Commission, provides a detailed description of the area and the individual sites as follows:

“The Old Village of Toms River Multiple Resource nomination is comprised of eleven historically and/or architecturally significant buildings located in the oldest section of the village along the north bank of the Toms River. Dating from 1824 to 1868, these buildings visually reflect Toms River’s development from a small seafaring hamlet to a prominent county seat and Victorian summer resort. While most buildings in the nomination have experienced some alterations, their architectural integrity remains intact in an area that has undergone rapid development.

As the seat of government in the fastest growing county in New Jersey, Toms River’s architectural heritage has been adversely affected by the impact of its growth. With the pressure of rising land value along the river bluff and the expansion of government and professional service-oriented facilities, many of the town’s historic buildings have been destroyed by demolition, fire, and urban renewal projects.

In the spring of 1978, an historic sites survey was conducted in an eleven block area from Robbins Street to Dock Street and north to School Street. The purpose of the survey was to identify historic properties that reflect Toms River’s maritime heritage. The survey, sponsored by the Ocean County Historical Society, was conducted by Pauline S. Miller, County Historian, and Kevin McGorty, Architectural Historian, and assisted by an architect and photographer through a Comprehensive Employment and Training Act (CETA) grant. Over ninety (90) buildings were surveyed.

Twenty-nine (29) buildings have local significance, eleven (11) of which meet the National Register criteria. While only 15.5% of the surveyed area contains incompatible modern intrusions, their location, along with vacant tracts
between historic buildings, prevents architectural continuity that is necessary for a traditional historic district.

The eleven buildings that form the multiple resource nomination are located along East Water Street and Washington Street, in an older residential area which has experienced conversion to a professional office and government complex zone. East Water Street begins at an intersection with Main Street (Route 166) and proceeds a half mile east, parallel with the river to its intersection with Dock Street. The Toms River is a twenty-eight (28) mile long meandering body of water flowing southeasterly to its confluence with the Barnegat Bay. Because sea captains and baymen built their homes close to where their sloops and schooners were docked, East Water Street was called "Captains Row" in the 1800's. Today, [IN 1980] four sea captains' homes remain even though a 1967 urban renewal project demolished a number of 19th century dwellings and stores along the shorefront street.

The four buildings, (1) Horner House, c. 1824, (2) Crawford House, c. 1827, (3) Giberson House, c. 1850-1853, (4) Stewart House, c. 1849, form a cohesive 19th century vernacular architectural unit on their small acreage fronting East Water Street. The two-story wood frame clapboard buildings visually stand out from their modern design neighbors, a three story municipal parking garage to the west and a 26 foot high, 23 unit brick condominium complex located southeast on Riverview Point.

Figure 2: From left to right - Horner House, Crawford House, Giberson House and Stewart House.

Figure 3: Some of the former sea captain houses at East Water Street and Robbins Parkway, once known as "Captain's Row".
Figure 4: 1872 Map of Toms River with "Old Village of Toms River" area outlined and surviving sites highlighted. Source: NRHP Nomination Form, Aug 6, 1980.

Figure 5: Historic Site Locations within Old Village of Toms River (NRIS 64000495)

The Historic Preservation Element of the 2006 Master Plan referenced the "Waterfront Historic District" recommended in the 1979 Master Plan, which covered the area that
included “Captain’s Row”. However, the district was not retained because of the absence of cohesiveness other than Captain’s Row. Rather the individual buildings and sites in the district were recommended for identification as landmarks. The 1980 nomination form prepared and submitted by the Ocean County Cultural and Heritage Commission described this area as follows:

“The north side of East Water Street from Hooper Avenue to Dock Street consists of a number of single family residential dwellings and older homes adapted to professional offices. The buildings in this segment of the street occupy larger lots than the dwellings to the west and also command a wide view of the river from their lofty location on the river bluff. The most prominent building is the Stoutenburgh-Minturn House, (7) a two and one-half story, three bay wide vernacular Gothic cottage constructed in 1868. The vacant Victorian house stands alone as a testament to a more flamboyant period when the area was adorned by large scale resort cottages, especially of the Italianate vintage (Joseph Francis House, 1867; Mott Estate, 1867.)

The 2006 Master Plan Historic Preservation Element also recommended that the “Washington Street Historic District” that was identified in the 1979 Master Plan be replaced with individual buildings protected as historic landmarks rather than as district. It was also recommended that additional buildings, such as 200 Main Street, be considered for identification as landmarks. The 1980 nomination form describes this part of downtown Toms River as follows:

“With the erection in 1851 of the two story brick Greek Revival courthouse (11) and county jail (10), the small village expanded northward, with Washington Street becoming the direct route to the farms lying east toward Barnegat Bay. Today, Washington Street is a heavy traffic artery with adjacent properties developed as either small businesses, professional offices or government facilities. The few
remaining Victorian dwellings have been successfully adapted to professional offices.

The most visually impressive is the two and one-half story Captain Amos Birdsall House (9) constructed in 1868.”

![Figure 7: Captain Amos Birdsall House before and after the 2016 fire.](image)

**Main Street Historic District**

The Historic Preservation Element of the 2006 Master Plan also described the Main Street Historic District. The 1980 nomination form prepared and submitted by the Ocean County Cultural and Heritage Commission also described this area as follows:

“The predominant physical character of the buildings on Main Street is their brick facade and Neo-Colonial architectural style. Some important buildings, such as the town hall, c. 1905 and the Presbyterian Church, c. 1853-1857, were wooden structures later bricked over to conform to the courthouse. The county courts and administrative buildings occupy the 15.5 acre "superblock" between Hooper, Hadley, Washington and Madison Streets.”

The oldest buildings in the nominated district can be seen in the 1931 aerial photo in Figure 7 below. They were predominantly large frame homes that lined both sides of Main Street between Irons Street to the east and Highland Parkway to the west.

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6 This historic resource was lost to a fire the early morning hours of May 31, 2016.
Figure 8: The Main Street District, outlined in yellow from 1931 (top) and 1956 (bottom). Source: historicaerials.com
As the historic aerials in Figures 7 and 8 depict, the blocks north and south of Main Street filled in, mostly with residential dwellings since 1931, with the garden apartment complex on Highland Parkway evident by 1972. Over time many of the original homes
lining Main Street have been converted into offices or replaces by various commercial development. However, the 2006 Master Plan recommended that the district be retained because it represented “a cohesive group of homes, similar in architectural style, scale and period”.

Figure 10: Google Earth view of the Main Street Historic District facing north.

**Recommended Historic Landmarks**

Within the “Old Village of Toms River Multiple Resource” nomination, the eleven historic sites and the dates that they were listed on the National and State Register of Historic Places follows below.

**NATIONAL REGISTER HISTORIC SITES – TOMS RIVER TOWNSHIP**

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>NATIONAL</th>
<th>STATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>(NRIS 82003298)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Address: 234 Washington St.</td>
<td></td>
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</tbody>
</table>

Notes from Nomination Form: The primary significance of the structure is its historical association as the residence of Captain Amos Birdsall. Coming from a prominent seafaring family, Capt. Birdsall was regarded as one of the
most successful sea captains and master ship builders along the Atlantic Coast. From Waretown, Birdsall built and captained numerous schooners that traded along the coast and later sailed to the West Indies and Gulf of Mexico. After his retirement from sailing, Capt. Birdsall concentrated on ship building and managing his fleet of fourmaster schooners which included the Agnes Manning, one of the earliest fourmasters on the coast. In 1868, Capt. Birdsall moved his family from Waretown to Toms River in order that he could commute by rail to his shipping offices in New York City. Birdsall also had financial interest in local banking and was the second president of the First National Bank of Toms River.

This most impressive of the old sea captain houses was tragically destroyed by fire in 2016.7

2. **A.A. Brant House**
   (NRIS 82003294)
   ca. 1850 to 1899
   Address: 9 Allen St.
   Vernacular: Queen Ann

   Notes from Nomination Form: Joseph A. Pharo of Barnegat, a local builder, built this house for Edward Taylor at the same time that he built the Mott House and the Francis House on East Water Street. The Taylor heirs sold the house to Julia A. Hanington of Brooklyn, N.Y. in 1882. She and her son Robert were artists who painted many river scenes in and around Toms River. Robert built the studio in back of the house which connected with the carriage house. The house was sold to A.A. Brant, a local banker and coal and lumber merchant in 1899. The house was again sold to another artist, Florence A. Chalfont of Philadelphia in 1927 who used the studio until her heirs sold it to Harry C. Shinn who converted the studio into an engineering office in 1934. The most significant period of this house was during the occupancy of the artists, however, the prominence of A.A. Brant, in local affairs, has tended to give the house his name.8

   The house has been occupied as an engineering office by Remington Vernick and Vena, Inc. in recent years.

3. **Crawford House**
   (NRIS 82003295)
   ca. 1830s
   Address: 46 E. Water St.

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7 National Register Nomination Form – recorded by Kevin McGorty for the Ocean County Cultural and Heritage Commission, Spring 1978.

8 National Register Nomination Form – recorded by Pauline S. Miller and Kevin McGorty for the Ocean County Cultural and Heritage Commission, June 1980.
Notes from Nomination Form: The Crawford House gains its significance from its historical association as the residence of two local mariners, Richard Crawford and Barzillar Grover. Both men chose to reside close to the source of their livelihoods along the Toms River. By the 1830’s, the village of Toms River was a flourishing seafaring community. The village economy centered around the shipping industry where many sloops and schooners were built to export the regions pinewood and charcoal to the New York market. The Crawford House, similar in design and scale to the Horner House, reflects the simple wood frame architecture common along Captains Row in the 1830’s. While the eastern section of the house was remodeled in 1929, the present owner has carefully restored the building’s interior using original or similar materials such as South Jersey pine for floor planks and beams. All new material, including the cedar clapboard, was purchased and cut from the Double Trouble Sawmill, (National Register site), where the original materials were made. The house has been successfully adapted into a law office [IN 1980].

   (NRIS 82004693)
   Address: 54 E. Water St.

Notes from Nomination Form: The house was the residence of Captain George W. Giberson who was a prominent citizen of Ocean County because of his various roles as a sea captain, large saw mill and cranberry bog owner, bank director, and politician. Capt. Giberson sailed the schooner, North America, from Toms River to the port of New York. In the early 1850’s, he sold the schooner upon inheriting his father’s saw mill and cranberry bogs at Double Trouble, (National Register historic site). Being a successful businessman, Giberson served as a charter director of the First National Bank of Toms River. A measure of Giberson’s influence and popularity is reflected in the fact that he was re-elected four times to the position of county freeholder during the 1880’s. Based on evidence currently available, it appears that the Captain Giberson House was built in the early 1850’s. Capt. Giberson purchased the property from Ebenezer Applegate in 1850. In the county surveyor’s records, the house is mentioned in 1853 when East Water Street was surveyed for construction. Another local sea captain, John Beatty who commanded the brig, Keyston, lived in the Giberson House after marrying Captain Giberson’s daughter. Capt. Beatty sailed to the Gulf ports and West Indies in his three-masted schooner.

   (NRIS 82003296)
   Ca. 1824

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9 National Register Nomination Form – recorded by Kevin McGorty, Ocean County Cultural and Heritage Commission, Spring 1978.

Notes from Nomination Form: Built in 1824, the Horner House is the oldest existing structure in Toms River. Since the British burned the village in 1782, the Horner House along with its neighboring Crawford, Giberson and Stewart houses, are the remnants of the town's early and mid-nineteenth century vernacular architecture. Through their historical association, these wood frame structures also reflect Toms River's maritime history when East Water Street was known as Captains Row. The Horner House has served as the residence for two families. After marrying and moving from New York, Captain Stephen Gulick had the house built in 1824. Captain Gulick operated a daily ferry service from Toms River to Forked River. In 1832, the house was purchased by Martha Horner, the widow of Joseph Horner who owned one of the local stores in the village. Today [IN 1980], the house remains the residence of a Horner descendant.\footnote{IBID., Summer 1978.}

Ca. 1850 to 1874
(NRIS 83001610)
Address: 118 Washington Street

Notes from Nomination Form: Ocean County was created from the southern half of Monmouth County (south of the Manasquan River) on February 15, 1850. It was then comprised of the townships of Brick, Toms River, Jackson, Plumsted, Stafford, and Union (Barnegat). In 1891, Little Egg Harbor merged into the County. Over time, this vast geographic area was further divided into 33 municipalities. According to the narrative description of the history of Ocean County on the website of the Ocean County Clerk, Toms River was selected the new county seat of government over Lakehurst by a one vote margin.

The new governing body of Ocean County conducted their organizational meeting on May 8, 1850 at the Tavern of Thomas P. Barkalow, located on the corner of Main and Water Streets in Toms River. Colonel Samuel C. Durham, the local dock master, was chosen to be the first director from among the body of twelve freeholders. Each of the six townships selected two representatives to the Freeholder Board.

While the new Freeholder board was conducting monthly meetings, which began at 8 a.m. and sometimes lasted for two to three days, consideration was being given to determine where the new Courthouse would be built. Several lots in the Village of Toms River were offered by interested citizens, but the one chosen was "a lot on the center of my lands on the north side of the road from the meeting house to the Schenck's Mill Road", a cornfield on what is now Washington Street. It was offered by Joseph Coward who was
so pleased when his site was selected that he presented the Board with 6,000 bricks to start the construction.  

The Courthouse, with its formal and elegant appearance, reflects the mid-nineteenth century interest in Classical architecture. With its tall Doric columns supporting a massive pedimented portico, the Courthouse is an excellent example of the temple form that was the most distinguishing feature of the Greek Revival style. Historically, the building has served continuously for over 128 years as the county "hall of justice" and place of county government business.

The building has also served as a meeting place for political and social gatherings. In the nineteenth century, Republicans and Democrats held their county conventions in the building. During the Civil War, the Courthouse was the scene of Union recruiting rallies. Company F, Fourteenth N.J. Volunteers, under the command of Captain Ralph Gowdy, organized and were drilled in front of the Courthouse steps. Locally, being the most important and impressive building in the community, civic and religious social events were held in the building's auditorium.

The new Courthouse began to take form with the bricks shipped from Haverstraw, New York by schooners and unloaded at Robbins Cove at the foot of Allen Street. Teams of horses pulled the wagon loads of brick up the hill to the new building site. The building was finished in September 1851 so that all of the official business of the County could be conducted in one building.

While the construction was going on, the freeholders continued to meet in the Thomas P. Barkalow House (later the Ocean House) and at the Riverside Hotel across the street.

The Ocean County Cultural and Heritage Commission provides a detailed narrative on the history of Ocean County that includes some insight on the history of downtown Toms River as follows:

"Hooper Avenue was just a narrow dirt lane to Cedar Grove and the Metedeconk in 1850. Thomas Hooper, a local Toms River merchant, felt so

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12 Website of the Ocean County Clerk – Brief History provided by the Ocean County Cultural and Heritage Commission (http://www.clerk.co.ocean.nj.us/courthou/default.htm).

13 National Register Nomination Form – recorded by Kevin McGorty, Ocean County Cultural and Heritage Commission, Summer 1978.
strongly that the town was now going to expand eastward that he used his own money to widen the Metedeconk Road. He was honored by having the road bear his name. The Meeting House Road was changed to Washington Street in the 1870's for Washington Hadley who built his mansion at what is now known as "The Mott Place" at Dock and Washington Streets.\textsuperscript{14}

Figure 12: Architectural elevations of Ocean County Courthouse Complex. Source: NRHP Nomination Form, Aug 6, 1980.

(NRIS 83001611)
c. 1850 to 1899
Address: Sheriff Street

Notes from Nomination Form: Along with the Courthouse, the Ocean County Jail visually reflects the early development of the county government. The nomination form to the National Register of Historic Places, submitted by the Ocean County Cultural and Heritage Commission in 1980 provides the following narrative:

\textsuperscript{14} http://www.clerk.co.ocean.nj.us/courthou/default.htm
“From 1851 to 1926 this building served as both the jail house and sheriffs residence. While the sheriff was in constant proximity to his prisoners, this arrangement did not prevent escapes. According to an 1869 state report, several criminals made their escape from the jail via the sheriff’s residence, ‘two by loosening the stones in the wall under the window in the night. Another took up a flag stone near the wall, under which he dug his way out with a wash basin.’ The report also reveals that between 1852 and 1868 the annual average number of prisoners incarcerated was twelve. Cost to the county averaged around $1,000.00 yearly. Prisoners performed no labor but were furnished with books to read. The sheriff was required to feed prisoners from his own table but was paid fifty cents per meal by the county for this service. In 1926 a new jail was built adjacent to the old structure”.

Unfortunately, the jail and Sheriff’s House buildings have deteriorated are unsafe and have been slated for demolition. The State Historic Preservation Office has authorized the demolition, but interpretive displays will be provided by the County.

8. Stewart House
   5/13/982
   6/17/1981
   (NRIS 82003297)
   ca. 1849
   Address: 57 East Water Street

Notes: The historic significance of this house from the nomination form submitted to the National Register of Historic Places is described as follows: “Col. Samuel C. Dunham, Toms River dockmaster, built the house on lands acquired from his father-in-law, Ebenezer Applegate in 1849. The house was sold to Charles Stewart in 1860 and became known as the Stewart House, a boarding house. In 1864, sea captains began racing their sloops and schooners in regatta races in Barnegat Bay. This led to the formation of the Toms River Yacht Club. The club, considered to be the second oldest yacht club in America, was organized in and held its first meetings at the Stewart House on July 6, 1871. Charles Stewart became the club’s first Commodore. It is here too, that the coin silver Challenge Cup, designed by Tiffany’s in New York, was first raced for on July 26, 1871. The Challenge Cup Trophy Race has taken place annually for over 100 years; the oldest perpetual racing trophy in America. Mr. Stewart lost the house in the panic of 1873 and it was sold at a sheriff’s sale to Sheriff Clayton Robbins, step-son of Col. Dunham. The house was renamed the Dover House by which name it has been known.”

15 National Register Nomination Form – recorded by Pauline S. Miller and Kevin McGorty, Ocean County Cultural and Heritage Commission, Summer 1978.
generally been associated. The Toms River Yacht Club bought the building for their clubhouse in 1904 and owned it until 1916, when they built new headquarters. The house was then converted into a private residence”.  

Today the house used as the offices of Crest Engineering, Inc., which uses the address of 12 Robbins Parkway. The “Robbins” name is used for both Robbins Parkway and Robbins Street, one block to the west.

6/17/1981
(NRIS 82003293)
ca. 1850 to 1874
Address: 86 East Water Street

Notes: The historic significance of this house from the nomination form submitted to the National Register of Historic Places is described as follows:

“With the advent of the railroad to Toms River in 1866, the town soon became a fashionable summer resort for wealthy northern urbanites who built pretentious cottages along the river’s bluff. The Stoutenburgh-Minturn House is the last surviving example of this development in this section of Toms River. While less ornate than the popular Italianate cottages that adorned the area, the Stoutenburgh-Minturn House is a fine vernacular example of Victorian Gothic architecture in Toms River. Built in 1868, for Rebecca Finn, the house has been the home for prominent New Yorkers, including John Stoutenburgh, who was one of the original organizers of the Toms River Yacht Club in 1871 and served as Commodore for twenty-three years. Stoutenburgh, whose forebears were the first Dutch settlers in Poughkeepsie, N.Y. and who helped build the St. James Episcopal Church in which President Franklin D. Roosevelt was buried, married the Toms River heiress and granddaughter of Elijah Robbins. Judge James F. Minturn, of the New Jersey Supreme Court, purchased the house in 1924.”

This Historic Preservation Element recommends that the preceding properties, with the exception of the Amos Birdsall house that was destroyed by fire in 2016, be identified as “Landmarks”, but that the site of the former Amos Birdsall House be retained as an identified historic site with appropriate marker on whatever is constructed on the now vacant site in the future. The proposed Landmark designation would not change the way these properties are listed on the New Jersey or National Register of Historic Places, but would identify them as having special local historic significance for preservation.

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Construction of the New Jersey Southern Railroad began in 1858 from Port Monmouth (Middletown Township) on Raritan Bay. The first segment opened in June 1860 and ran south through Red Bank as far as Eatontown and then was extended by a branch running east to Long Branch. It was the first railroad to reach Long Branch and would eventually extend to Asbury Park, causing that City’s rapid growth as a resort destination. Later in 1860, the main line was extended to Lakewood. Construction continued the southwest to Lakehurst, Whiting (now part of Manchester Township) and Atsion (now in Wharton State Forest) in 1862. The route then turned east through the center of the lightly populated Pine Barrens (Pinewald in Berkeley Township, Beachwood Borough), and was connected to towns on Barnegat Bay only by stages running on public roads. A branch to Toms River was opened in 1866, as referenced in the narrative of the Stoutenburgh-Minturn House NJR Nomination, and extended to Waretown in 1872.

The New Jersey Register of Historic Places contains the historic sites addressed above on the National Register, as well as some additional properties that were not listed on the National Register. The list of State Historic Sites follows below.

STATE HISTORIC SITES – TOMS RIVER TOWNSHIP

1. **Archaeological Site (28-Oc-90) (ID#3405)**
   SHPO Opinion: 10/16/1989

2. **August John House and Solomon Guttman Farm (ID#156)**
   1940 Lakewood Road
   SHPO Opinion: 5/21/1999
   Image #1 in Figure 13.

3. **Captain Amos Birdsall House (ID#2285)**
   234 Washington Street
   SR: 6/17/1981
   NR: 5/13/1982 (NR Reference #: 82003298)
   (#9 - Old Village of Toms River MRA)
   (Destroyed in fire – 2016)

4. **A.A. Brant House (ID#2286)**
   9 Allen Street
   SR: 6/17/1981
   NR: 5/13/1982 (NR Reference #: 82003294)
   (#5 - Old Village of Toms River MRA)

5. **Camp Osborn Historic District (ID#3404)**
   NJ Route 35 and Atlantic Ocean
   SHPO Opinion: 11/14/1996
   (Destroyed by Superstorm Sandy on October 29, 2012)

6. **Samuel Carpenter Site (28-Oc-82) (ID#3406)**
   SHPO Opinion: 12/10/1991

7. **Cedars Motel (ID#155)**
   1616-1628 Lakewood Road
   SHPO Opinion: 5/21/1999

8. **Crawford House (ID#2288)**
   46 East Water Street
   SR: 6/17/1981
   NR: 5/13/1982 (NR Reference #: 82003295)
   (#2 - Old Village of Toms River MRA)

9. **80 East Water Street (ID#2289)**
   80 East Water Street
   SR: 6/17/1981
   (#6 - Old Village of Toms River MRA)
10. Garden State Parkway Historic District (ID#3874)
Entire Garden State Parkway right-of-way
SHPO Opinion: 10/12/2001
See Main Entry / Filed Location:
Cape May County, Lower Township

11. Captain George W. Giberson House (ID#2290)
54 East Water Street
SR: 6/17/1981
NR: 8/12/1982 (NR Reference #: 80024693)
(#3 - Old Village of Toms River MRA)

12. Horner House (ID#2291)
44 East Water Street
SR: 6/17/1981
NR: 5/13/1982 (NR Reference #: 82003296)
(#1 - Old Village of Toms River MRA)

13. Late Archaic/Early Woodland prehistoric archaeological site (28-Oc-105) (ID#4365)
SHPO Opinion: 12/12/1996

14. New Jersey Southern Railroad Historic District (ID#4836)
Railroad right-of-way from Monmouth, Red Bank Borough to Ocean, Lakewood Borough
SHPO Opinion: 6/30/2008

15. Ocean Beach Historic District (Units 1, 2, and 3) (ID#5023)
Along NJ Route 35 between Lavallette Borough Boundary on the south and Beach Way on the north, and between Barnegat Bay on the west and Atlantic Ocean on the east.
SHPO Opinion: 6/13/2013
(Previous SHPO Opinion: 8/6/2004 (H2004-070); Revised opinion (F2013-070) reduces boundary to exclude 300 Block of Bayview Ave.)

16. Ocean County Court House (ID#2292)
Washington Street
SR: 6/17/1981
NR: 8/16/1983 (NR Reference #: 83001610)
(#10 - Old Village of Toms River MRA)

17. Ocean County Jail (ID#2293)
Sheriff Street
SR: 6/17/1981
NR: 8/16/1983 (NR Reference #: 83001611)
(#11 - Old Village of Toms River MRA)

18. Old Village of Toms River MRA (ID#5089)
(See individual listings in Ocean County, Toms River Township)

19. Polhemus House Site (ID#3407)
SHPO Opinion: 11/25/1981
20. "Spy" (ID#2277)
Hooper Avenue and Water Street
SHPO Opinion: 5/5/1996
SR: 7/9/1985
(Thematic Nomination of Barnegat Bay Class A Racing Catboats; On permanent display at Tom’s River Maritime Museum; Filed with Thematic Documentation - OCEAN, MULTIPLE)

21. Stewart House (ID#2294)
57 East Water Street
SR: 6/17/1981
NR: 5/13/1982 (NR Reference #: 82003297)
(#4 - Old Village of Toms River MRA)

22. Stoutenburgh-Minturn House (ID#2295)
86 East Water Street
SR: 6/17/1981
NR: 5/13/1982 (NR Reference #: 82003293)
(#7 - Old Village of Toms River MRA)

23. Toms River Main Street Historic District (ID#3408)
Snyder Avenue, Seward Avenue, Lein Street, Walton Street,
Messenger Street, Union Street, Broad Street, Dover Street, Colfax Street, and Dayton Avenue

24. Toms River Motor Vehicle Inspection Station (ID#3558)
935 Lakewood Road

25. Williams House (ID#2296)
96 East Water Street
SR: 6/17/1981
(#8 - Old Village of Toms River MRA)

Source: NJDEP Historic Preservation Office, 2016

Township Historic Sites

The 2006 Master Plan, in Appendix F, lists 116 “additional” properties as historic sites. These properties were checked against the Township’s online GIS database and mapping for accuracy and cross-referenced, as needed, with Google Earth street view to determine relevancy. Figure 13 shows seven of the properties as a sample of the nature of their historic significance. They are described as follows:

1. 1940 Lakewood Road – Listed as “early 1900’s – poultry coop”. Now used as a commercial self-storage facility on Route 9.
2. 1821 New Hampshire Avenue – Listed as “1870’s farmhouse”. Township database shows the date of construction as 1829.
3. 1153 Old Freehold Road – Incorrect street number – Actual listing should be 1145 Old Freehold Road, Block 579, Lot 2. Listed as “1860’s house”, but Township database has date of construction as 1900.

4. 2238 Old Church Road – Listed as “late 1800’s – Possibly the General Store and Post Office of Silverton”. Township database shows the date of construction as 1840.

5. 1536 North Bay Avenue - Listed as “late 1800’s farmhouse”. This building is on the Bay Lea Golf Course hand was recently approved by the Township Council for demolition.

6. Corner of Brookside Drive and Briar Avenue – Listed as “1870’s house”. Township database shows the date of construction 1923.

7. 78 Silver Bay Road – Listed as “pre-1872 house”. Township database shows the date of construction as 1925.

Figure 15: Sample of additional historic sites listed in the 2006 Master Plan.

Other properties included on the “Additional Properties” list of historic sites in Appendix F of the Historic Preservation Element of the 2006 Master Plan were reviewed and the amended list of Historic Sites is included in the Appendix of this Historic Preservation Element.
Electronic Survey of Potentially Significant Properties

As an additional measure to inventory potentially historically significant properties, the Township’s property database was queried to locate properties with buildings constructed prior to 1950 and then further narrowed down to those constructed in 1945 or earlier. 1945 was determined to be a benchmark period, as the end of World War II and the return of military personnel from active duty to civilian life, combined with the massive construction of the interstate highway system, launched widespread suburbanization in the United States. This suburbanization included the explosion of suburban subdivisions in New Jersey, followed closely by the retail and office centers and parks along State highways. The database analysis identified a total of 1,751 properties with buildings constructed in 1945 or earlier.

Recommendations

- The rich history of the Township, especially the seaport nature of the downtown, should be celebrated (beyond the 250th Anniversary festivities June of 2017) as a more strategic linkage of history with culture to promote cultural-heritage tourism. The Cultural Arts Element of the Master Plan outlines the many cultural and arts initiatives that have blossomed through the efforts of the Toms River Business Improvement District (TRBID) and the Grunin Foundation, among others. The combination of culture and history makes a place a destination, which then creates a market for traditional Bed and Breakfast lodging, full service restaurants, etc. With Downtown Toms River’s waterfront and recently restored and upgraded Huddy Park with its colonial historic theme, the stories of the various captain’s homes could become displayed on historic markers as part of a “heritage walk” through the downtown.

- The recommendation of the 2006 Historic Preservation Element that the Historic Preservation Commission become a “strong commission” that can advise the Planning Board on development applications in the Historic Districts and involving historic or landmark sites is repeated in this Element.

- The recommendation of the 2006 Historic Preservation Element that design standards be drafted and adopted for the Main Street Historic District is also repeated here, although the design standards should reflect the recommendations in the adopted Land Use Plan Element (March 15, 2017) for expanded retail uses in the proposed new “Village Office-Business (VOB)” zone.
Figure 16: Township properties with buildings constructed in 1945 or earlier.
### Toms River Township Historic Sites

<table>
<thead>
<tr>
<th>District</th>
<th>Name</th>
<th>Block</th>
<th>Lot</th>
<th>Location</th>
<th>Year</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>state register</td>
<td>&quot;Spy&quot;</td>
<td></td>
<td></td>
<td>Hopper Avenue and Water Street</td>
<td>n/a</td>
<td>Class A Racing Catboat</td>
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<td>state opinion of eligibility</td>
<td>Williams House</td>
<td>582</td>
<td>15</td>
<td>936 East Water Street</td>
<td>1859</td>
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<td>national register (also on state register)</td>
<td>Ocean County Courthouse &amp; Jail</td>
<td>661</td>
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<td>1118 Washington Street</td>
<td>1850-1851</td>
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<tr>
<td></td>
<td>W Captain Amos Birdsall House</td>
<td>553</td>
<td>1.01, 1.02</td>
<td>236 Washington Street</td>
<td>1860</td>
<td>Destroyed by fire</td>
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<tr>
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<td>A.A. Brant House</td>
<td>565</td>
<td>9, 9</td>
<td>Allen Street</td>
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<tr>
<td></td>
<td>Homer's House</td>
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<td>Crawford House</td>
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<td>10, 10</td>
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<td></td>
<td>Captain George W. Giberson House</td>
<td>664</td>
<td>11 &amp; 14,</td>
<td>54 East Water Street</td>
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<td></td>
<td>Stewart House</td>
<td>650</td>
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<td>1849</td>
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<tr>
<td></td>
<td>Soutenburgh-Minturn House</td>
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<td>13, 16</td>
<td>East Water Street</td>
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<td>Historic Preservation Commission Recommendations</td>
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<td>41 Washington Street</td>
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<td>Hudby Park</td>
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<td></td>
<td>Old Methodist Cemetery</td>
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<td>1728</td>
<td>Church</td>
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<tr>
<td></td>
<td>Cedar Grove Methodist Church</td>
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<td>Corner of Cedar Grove Road and Bay Avenue</td>
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<tr>
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<td>Toms River Waterfront District</td>
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<td>Toms River Washington Street District</td>
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<tr>
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<td>Saint Elizabeth's Chapel</td>
<td>999</td>
<td>361</td>
<td>Route 35 South between 2nd and 3rd Avenue, Ortley Beach</td>
<td>1884-1900</td>
<td>House</td>
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<tr>
<td></td>
<td>Dugan House</td>
<td>1011</td>
<td>150-153</td>
<td>3rd Avenue, Ortley Beach</td>
<td>1900</td>
<td>Destroyed by Sandy</td>
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<tr>
<td></td>
<td>Old Plains Church</td>
<td>172.04</td>
<td>1868</td>
<td>1080 Church Road</td>
<td>1868</td>
<td>Church</td>
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<td></td>
<td>Pleasant Plains Church</td>
<td>192.56</td>
<td>1820's</td>
<td>2212 Old Church Road</td>
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<td>House</td>
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<td></td>
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<td>192.56</td>
<td>1820's</td>
<td>2200 Old Church Road</td>
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<td>House</td>
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<td></td>
<td></td>
<td>394</td>
<td>45</td>
<td>2211 Chapel Court</td>
<td>$1800</td>
<td>House</td>
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<td></td>
<td></td>
<td>505</td>
<td>120</td>
<td>Cedar Grove Road</td>
<td>1872</td>
<td>House</td>
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</table>
### Toms River Township Historic Sites

<table>
<thead>
<tr>
<th>District</th>
<th>Name</th>
<th>Block</th>
<th>Lot</th>
<th>Location</th>
<th>Year/Period</th>
<th>Description</th>
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<tbody>
<tr>
<td></td>
<td>Cranmoor Manor House</td>
<td>691</td>
<td>63</td>
<td>673 Batahelor Street</td>
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<td>Commercial building</td>
</tr>
<tr>
<td>W</td>
<td>Christ Episcopal Church</td>
<td>687</td>
<td>16</td>
<td>Washington Street</td>
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<td>House</td>
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<tr>
<td></td>
<td>Ferion Southport House (OC Historical Museum)</td>
<td>653</td>
<td>30</td>
<td>26 Hecuter Avenue</td>
<td>1907-1909</td>
<td>House</td>
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<td>Crabbe Boathouse &amp; Lime Kiln Docks</td>
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<td>32</td>
<td>121 East Water Street</td>
<td>1916</td>
<td>Boathouse and Docks</td>
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<td>56</td>
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<td>W</td>
<td>Toms River School</td>
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<td>336 Horner Street</td>
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<td>School</td>
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<td>W</td>
<td>Toms River Fire Company</td>
<td>654</td>
<td>60</td>
<td>307 Horner Street</td>
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<td>Commercial building</td>
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<td>M</td>
<td>Snyder House</td>
<td>658</td>
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<td>Rogers/Singleton House</td>
<td>620</td>
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<td>House</td>
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<td>M</td>
<td>The Mathis House</td>
<td>537</td>
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<td>M</td>
<td>James G. Gowdy House</td>
<td>955</td>
<td>20, 21, 22</td>
<td>1 New Brunswick Avenue</td>
<td>late 1800s</td>
<td>House</td>
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<td></td>
<td>Washington Street</td>
<td></td>
<td></td>
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<td>1885</td>
<td>House</td>
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<td>21 Magnolia Avenue</td>
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<td>1929</td>
<td>House</td>
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<td></td>
<td>6 Brooks Road</td>
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<td>1933</td>
<td>House</td>
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<td>Warnwright House</td>
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<td>239 Lexington Avenue</td>
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<td>Carrage House and Barn for Mott Place</td>
<td>233-18</td>
<td>18</td>
<td>103 Kettle Creek Road</td>
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<td></td>
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<td>Medicine Plant</td>
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<td></td>
<td>Economy Sail Building</td>
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<td>early 1900s</td>
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<td>1440 Silverton Road</td>
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<td></td>
<td></td>
<td>1870s</td>
<td>Farmhouse</td>
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<tr>
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<td>1940 Lakewood Road</td>
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<td></td>
<td></td>
<td>early 1900s</td>
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<td>1521 New Hampshire Avenue</td>
<td>482</td>
<td>46</td>
<td>1153 Old Frehold Road</td>
<td>1870s</td>
<td>Farmhouse</td>
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<td></td>
<td>1563 Church Road</td>
<td>192.35</td>
<td>456</td>
<td>2238 Old Church Road</td>
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<td>Possible the General Store and Post Office of Silverton</td>
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<td>1563 Church Road</td>
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<td>52</td>
<td>2238 Old Church Road</td>
<td>1920s</td>
<td>Farmhouse - To be demolished</td>
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<td>Church Road</td>
<td>413</td>
<td>14</td>
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<td>mid 1800s</td>
<td>Farmhouse</td>
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<td>Corner of Brookside Drive and Brier Avenue</td>
<td>233.24</td>
<td>501</td>
<td>73 Silver Bay Road</td>
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<td>House</td>
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<td>1694.99</td>
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<td>595</td>
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<td>117 Dayton Avenue</td>
<td>1860-1870</td>
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<td>117 Dayton Avenue</td>
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<td>117 Dayton Avenue</td>
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<td>House</td>
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<td>Horton Coal Docks</td>
<td>669</td>
<td>53</td>
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<td>mid 1800s</td>
<td>Dock site</td>
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<td>Pennsylvania Salt Works Site</td>
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<td>Site of PA Saltworks</td>
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<td>Year</td>
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<td></td>
<td>Silverton Methodist Church and Cemetery</td>
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<td>Hooper Avenue</td>
<td>1926</td>
<td>Church and Cemetery</td>
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<td>1600's</td>
<td>Rural Road with several historic sites remaining</td>
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<td>Church Road and Old Church Road</td>
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<td>colonial times</td>
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<td>Edward Snyder House</td>
<td>658</td>
<td>33</td>
<td>Snyder Avenue</td>
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<td>Joseph Yates, Jr. House</td>
<td>658</td>
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<td>Amanda Grant House</td>
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<td>122</td>
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<td>House</td>
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<td>John Amsbach Grocery Store</td>
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<td>Grocery Store</td>
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<td>J. Howard Williams House</td>
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<td>J. Logan Cowperthwaite House</td>
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<td>House</td>
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<td>George Walton House</td>
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<td>Mary E. Walton House</td>
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<td>4</td>
<td>618 Main Street</td>
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<td>House</td>
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<td>M</td>
<td>Captain E. L. Gower House (House of 7 Gables)</td>
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<td>4</td>
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<td>Captain P. Barker/George W. Cowperthwaite Homestead</td>
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<td>714 Main Street</td>
<td>1850</td>
<td>House and Barn</td>
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<td>Captain George C. Rogers House</td>
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<td>House</td>
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<td>Dr. Frank Brouwer House</td>
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