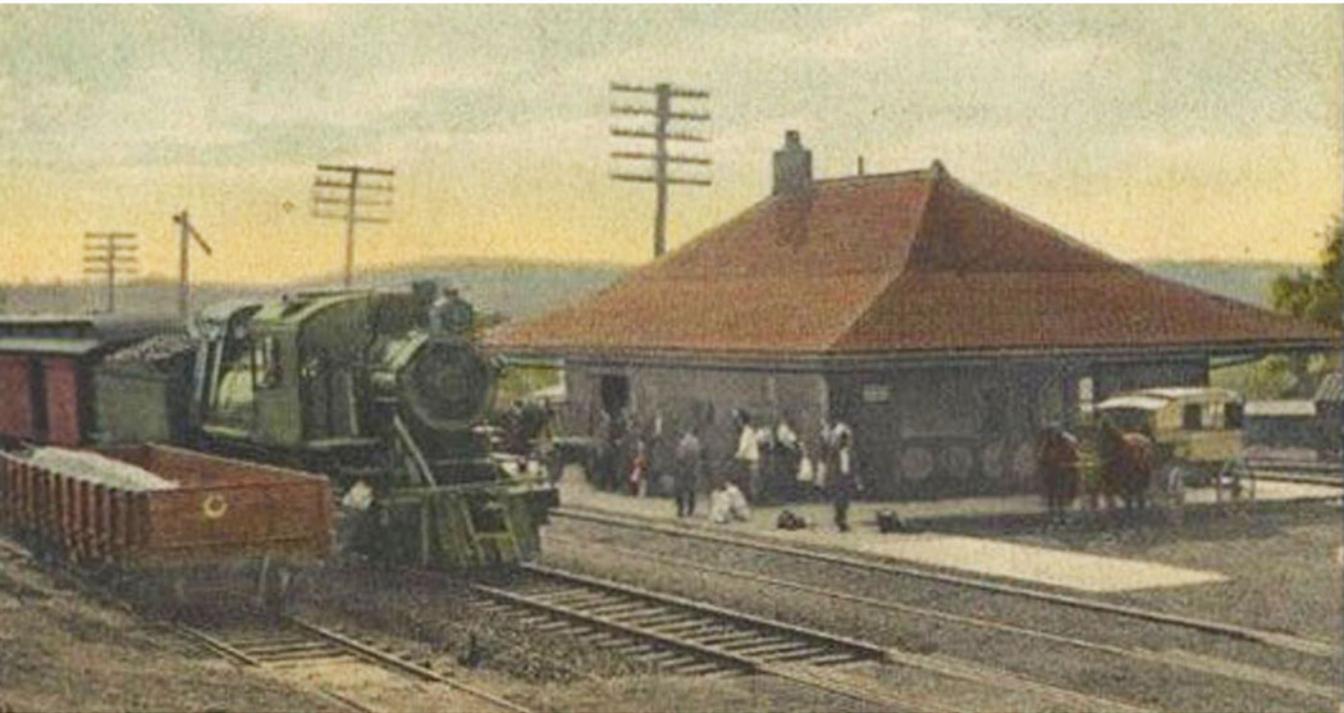


ANNANDALE

1852 — 2002

The 150th Anniversary Tour

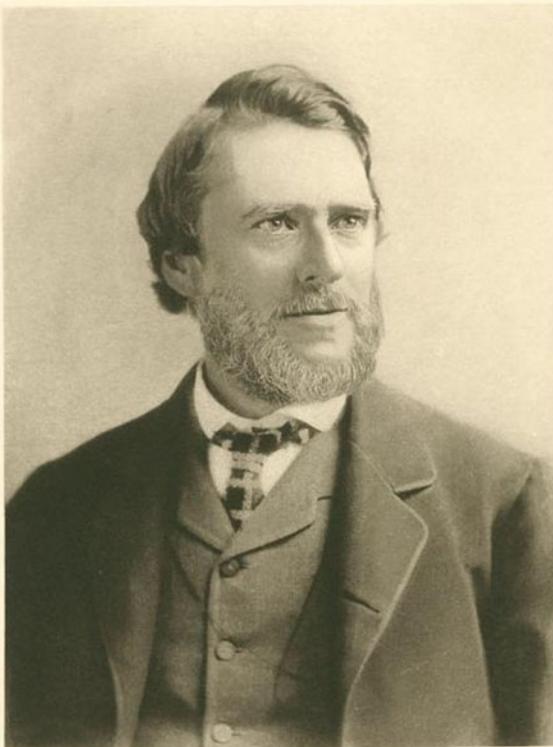


October 5, 2002

The hamlet of Annandale is a small, one time mixed, residential and business complex of the type called "railroad suburbs" that were spawned by railroad expansion during the 19th Century. The spawning agent for Annandale was the Central Railroad of New Jersey (Jersey Central) which arrived in 1852.

The Jersey Central began in 1831 as the Elizabethtown-Somerville Railroad chartered to connect the established towns of Elizabeth, Plainfield, Bound Brook and Somerville. Over-extending itself, the railroad floundered and was re-chartered as the Jersey Central in 1847.

At the same time, the state legislature chartered the Somerville and Easton Railroad to build a line west through the farmland of Hunterdon and Warren counties into Pennsylvania where Easton had been a major city and transportation hub since Colonial days.



John T. Johnston

In 1849, John Taylor Johnston¹ was appointed to the Board of the Somerville-Easton Railroad and within seven months – at age 28 – became its president, a position he held for the most important years in the railroad's development. What he did during his tenure as president – build a 25 mile line into a 400 mile passenger service and major anthracite carrier – ranks him among the business geniuses of the 19th Century's railroad age.

John Taylor Johnston

From: Anderson, E.

The first task he set about was the merger of his Somerville-Easton Railroad with the Jersey Central, which he accomplished in less than a year. But that was just the beginning.

He extended the line east from Elizabeth to Newark and Jersey City to service New York City.² And he pushed the line west, beyond Easton to Wilkes-Barre and the coalfields of Pennsylvania, by acquiring the Lehigh & Susquehanna Railroad. His insight was correct. The Jersey Central became one of the most important coal carriers for the urban and European markets.

There were engineering problems heading west to the Delaware, though. The eastern portion connected major settlements. From Somerville to Easton there were only a few small settlements until Phillipsburg.

The Phillipsburg-Easton area (the Forks of the Delaware and Lehigh Rivers) has been the crossing of choice since Lenape days, so there was no question, that would be the target. Problem was, routing the tracks through such established small settlements as Whitehouse and Clinton would mean they had to head west to Phillipsburg either over Jugtown Mountain (an impossible grade for trains even today) or through it (a tunnel would be too costly and time-consuming, Johnston wanted to get to the coalfields fast).

So the Jersey Central tracks were routed northwest to skirt around Jugtown Mountain, then southwest to Phillipsburg bypassing every settlement between, except tiny Lebanon³.

This plan resulted in the station for Whitehouse being built about a mile south of Whitehouse and the station for Clinton being built about two miles east of Clinton. The railroad suburb that developed south of Whitehouse became Whitehouse Station, a name it still has. The one east of Clinton became Clinton Station, a name changed to Annandale in 1873.⁴

The station for Clinton opened in 1852 just in time for the first mainline train to stop there on July 4 of that year.

Before the railroad came, the area, then known as Beaver Brook,⁵ was farmland. The only buildings were farm buildings and Jones Tavern (c.1750), a stagecoach stop and inn. Beaver Brook Homestead⁶ (c. 1750) was a farmhouse between Jones Tavern and a wood-frame farmhouse (c. 1825) set near where today's West and Main Streets connect.

That farmhouse is the oldest structure in present-day Annandale and pre-dates the hamlet by at least 20 years. When originally built, it most likely faced the main road, which was the Easton-Brunswick Pike (now Beaver Ave.), with a long set-back. As the grid-pattern streets were established in the developing hamlet, the focus became the station – after all, it was *Clinton Station*.

The coming of the railroad caused an about-face for the region leaving one house facing the “wrong way.”⁷

As the rail line pushed westward, sharp businessmen sought property to develop in the vicinity of the Clinton station. The first was Nicholas N. Boeman, a tavern keeper from Whitehouse⁸. He scurried to the new area and got the first building lot.

He purchased 43/100ths of an acre from the estate of Abram Young for \$300 and set-about building his tavern (inn). That was the summer of 1852, a period of intense development for the new village. In addition to Boeman, Jacob Young⁹, a merchant; and Jersey Central employees George Frech, James Kenna and Thomas Kinney staked a claim in the new village. Frech, as the station agent, had an apartment in the station itself.

Since this was Clinton Station, the presumption was that most disembarking passengers would be there for Clinton, not the village, so connecting service from the station to the town was available.

Stagecoaches still plied the Easton-Brunswick Pike, so Clinton was but a short hop away. Well into the 1920s, hacks (horse drawn wagons with room for 14) carried railroad passengers into Clinton.

When the Easton-Brunswick Pike was paved in the 1920s, connecting service began to switch over to motor cars "hacks" (taxis).

Much is written about the 18 passenger trains a day that stopped in Annandale during the railroad's heyday. But long-haul rails were never about passengers, they were about freight.

From the first domestication of the horse in the pre-history era, humans were dependent upon them for overland transportation. Horses have the strength to do so, but horses had to be changed or rested frequently, fed and stabled.

Transporting freight by boat was cheaper and more efficient, but rivers weren't always the most direct route nor did rivers connect all the places where humans had to travel. So it was with great joy that the citizenry met the opening of DeWitt Clinton's Erie Canal. More freight could now be directly shipped greater distances at less cost.¹⁰

Typically, a team of horses could haul about a ton of freight efficiently – length and distance depending upon the terrain. Canal boats, with a mule or two, could haul 80 tons of freight much further with less downtime.

One statistic shows the impact of canals on society. With the opening of the Erie Canal, the cost of shipping a ton of flour dropped from \$126 to \$20.

The arrival of the railroads marked the most seminal transportation change in human history. King Tut, Alexander the Great, Julius Caesar and George Washington lived with the same transportation options.

George Washington and Abraham Lincoln did not.

The ability to efficiently ship freight jumped from 80 tons to thousands of tons within a few decades. Trains made urban business and industrial megacenters such as New York possible. Trains speedily hauled into these centers the two things most needed: food and fuel along with raw materials to feed the growing industries.

Trains were ideally suited for the transportation of such bulky items as lumber. The lumber yard in Annandale, as well as lumber yards elsewhere, prospered due to locations near the tracks.

Annandale's major industrial product that benefited from rail access was lime and limestone.

During the latter part of the 19th Century, there were three limestone quarries about the village as well as at least one commercial lime kiln. Limestone was used in construction. "Burned" lime (lime heated in kilns) was used as fertilizer and as an ingredient in the manufacture of whitewash and plaster.

During the early decades of the 20th Century the importance of Annandale's limestone diminished as larger sources were developed. By World War II, the local quarries and kilns were all but forgotten and are now buried beneath Interstate 78.

Perhaps the most successful industry in the village was food related. With numerous dairy farmers about, it is not surprising that a creamery and a cheese factory existed here. Wettstein's Cheese Factory thrived for many years. Built in the 1870s behind the lumberyard site, it was converted into a dwelling sometime around World War I. The creamery can be seen just before the narrow railroad underpass where West St. exits the village. It's still in commercial use.

There was a glass factory in the village, across from the creamery. It burned and was replaced by a dwelling in the mid-20th Century. Behind the train station was a rat-snap factory which manufactured rat poison and traps. It closed sometime during the Depression.

Another Annandale industry progressed through the late 19th and early 20th Centuries in fits-and-starts, showing sporadic promise, but never succeeding. It was graphite, a black crystalline mineral composed of carbon.

The first and oldest use for natural graphite was to craft an instrument to write. The mineral is hardened with clay, shaped into long thin rods, then encased with soft wood to form a pencil, the best known use for graphite, although a minor one

Its slick nature makes graphite an ideal heavy-duty industrial lubricant which can be used in areas where liquid lubricants can't. Since it does not freeze, for example, it is used to lubricate items exposed to extremely low temperatures such as outdoor locks.

The natural graphite mines in Annandale had a rough road to haul. There are larger deposits in nearby states and a method of artificially producing graphite was developed as early as 1896.

Between 1885 and 1935, graphite company after graphite company failed to make a profit with the local graphite. The last company, Annandale Graphite, opened for business in 1925, sank over half-a-million 1925 dollars into the venture yet failed within 10 years. Its main structure was a four-story, black (so as not to show traces of graphite dust) barn-like building, which stood high overlooking the village from about the spot where the transfer station and Clinton water tank now stand.

When the company folded, the windows of the empty structure were covered with white paper, which against the black building gave a spooky, almost ghoulish, look to it as it perched above the village. It was razed in 1938.

Up to the 1950s at least, there were six stores in Annandale. The number may appear excessive today, especially given that there was considerable overlap in merchandise offered. This redundancy was a holdover from the 19th Century general store way of doing business.

The general store is more American than apple pie, iconic of small town life. Self-service evolved in the 1880, prior, customers presented their orders to the shopkeeper who filled them. Fixed prices and cash-and-carry were also ideas yet to come.

Typically, transactions were on the haggle system with the final price established by the customer's bargaining skills. The beginning price was set by the merchant's perception of the customer's social position, need and desire for the item. Once the price was settled, the merchant kept a running tab in the shop's credit book for the customer with the bill being settled as often annually as monthly.

This method set-up an adversarial relationship between merchant and customer that was kept civilized by Victorian decorum. It also explains why there were so many general stores selling similar merchandise in such a small area.

The final price depended upon the merchant's own bargaining skill and relationship with both the itinerant peddlers, suppliers and traveling salesmen he did business with, and with the customer's family.

A 19th Century general store was as cookie-cutter as the late 20th Century burger chain outlet.

Spatially, the counters and shelves along the shop's right side would be devoted to dry goods including work clothes and work boots while the left to groceries, tobacco, sundries, and patent medicines. At the rear of the store were kerosene, whiskey and meat barrels.

Colorful displays were provided the rural shops by manufacturers and distributors. Perhaps the most colorful were from the major seed companies of the day: Shaker and Burpee.

No different than today, "penny" candy was up-front where the kids could see it.

By 1890, the general store began to mimic the techniques of the successful dime store concept F.W. Woolworth introduced into the big cities. "Five-and-dime" counters sprang-up in rural general stores nationwide.

General stores introduced pre-packaged items to the rural population. Customers no longer had to purchase a year's supply of coffee or oatmeal. The general store operators were among the first to see that the smaller items were packaged in colorful and attractive containers in order to boost sales.

By 1900, even the most rural general store was advertising its offerings using methods still in use: local weeklies, bulk mailings of flyers, free calendars and post cards. The latter accounting for the large number of general store postcards held by 21st Century collectors.

The American general store concept has not disappeared. It has evolved. At the beginning of the 21st Century there were general store descendents by the scores. Every convenience store, every gas station deli is one. In fact, the gas station deli is a return to the general store.

Since general stores sold kerosene, it was natural that they became the source for gasoline when motor cars became prominent. The general store with a couple of curb-side pumps is as iconic of the early 20th Century as the general store itself is of the 19th.

And that was not the only "modern marvel" found at the general store. The first telephone in most rural communities was located in the general store.



Detail –
Lance's Gen. Store
Showing curb-side gas pump
c. 1920, M. Appgar Coll.

Four of the general stores had become primarily grocery stores by World War II. They survived well into the 1950s when supermarkets began attracting people with cars. At different times there were three candy shops in the village. A descendent of Boeman's ran one in the ground level store in the old hotel. Another was Humphrey's, the longest lasting business in town. When the Humpherys retired around 1980, the Township governing body re-named the street alongside their shop after them.

Between 1870 and 1960 there were at least 3 different meat markets in the village. Like other locally operated businesses in Annandale and small towns everywhere, the post-World War II automobile age slowly deleted them. Locally the signs of change are evident in the local newspapers of the 1950s when competitors from nearby counties placed ads

Advertisements

Advertisements

Advertisements

AMERICAN STORES CO.

Meat Department

Thursday, Friday and Saturday - July 10, 11 and 12

All Smoked Skinned Hams lb 25c
(whole or half)

Rolled Shoulder Beef lb 16c	Boneless Pot Roast lb 16c	Lean Soup Beef lb 8c
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Fresh killed milk fed stewing chickens lb 32c

Round Steak lb 35c	Sirloin Steak lb 45c	Hamburg Steak lb 20c
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Boneless Breakfast Bacon lb . 19c
(whole or half pieces)

American Stores Co.

Flemington, N. J.

JELKE GOOD LUCK MARGARINE



The Finest Spread For Bread Once Used Always Used

Good Luck Distributors to Ret all Trade in Hunterdon County

Melloy Bros., Lambertville, N. J.	J. G. Gardner, Hampton, N. J.
E. W. Holcombe, Ringoes, N. J.	Lance Bros., Glen Gardner, N. J.
C. L. H. Apgar, Flemington, N. J.	H. S. Opdyke, West Portal, N. J.
F. H. Van Sjekle, Three Bridges, N. J.	J. S. Gano, Pattenburg, N. J.
J. D. Fennick, Clover Hill, N. J.	H. L. Apgar, Julland, N. J.
G. W. S. Reed, Whitehouse, N. J.	J. D. Phillips, Little York, N. J.
Wm. Shuler, Whitehouse Sta., N. J.	W. R. Kaller, Milford, N. J.
H. P. Laure, Annandale, N. J.	Alfred Curtis, Frenchtown, N. J.
Lelloy Darkworth, Clinton, N. J.	Orville Halsey, Mount Pleasant, N. J.
J. Hall Sons, Clinton, N. J.	J. G. Strzyker, Bergeantsville, N. J.
G. W. Healy & Son, Calton, N. J.	Eugene Cowell, Wood Glen, N. J.
	L. C. Wilson, Stockton, N. J.

HOLCOMBE & WILSON

Wholesale Distributors for Good Luck. Also Wholesale Dealers in Butter, Eggs, Cheese, Lard and Poultry

107 E. Hanover St.
Dec 10-11

TRENTON, NEW JERSEY

Main Street was a jumping road with a dance hall at one end, two pool halls nearby, and two fraternal organizations.¹¹ Ireland-born Joe McConnell ran one of the pool halls which he called simply "Joe's Pool Hall." In better weather, Joe's grandson, Gus would set-up a hot dog stand in front of the pool hall.

Restaurants weren't unknown in the area. Even fancy ones. In the early 1900s, fancier restaurants identified themselves by using the word "oyster" somewhere in their name – for example "Oyster house," or "Oyster Bay," – or with "Oysters our specialty" in their ads.

Charles Arkell and his wife Sadie ran an "oyster house" in Annandale up to the World War I era.

The trains brought "gentlemen farmers" to Annandale after 1900. Two of Annandale's largest farms became country residences for gentlemen farmers.

Beaver Brook Homestead had been owned by working farmers until the early 1900s when it passed into the hands of owners who hired tenants to farm the land for them¹². By far the largest gentleman farm in Annandale was the thousand-acre Gobel farm¹³, now referred to as the Exxon Property. It had a brief resurgence as a working farm when one of Gobel's relatives tried his hand at farming in the 1950s. But when a fire seriously damaged the manor house, this artist-turned-farmer lost heart in the venture.¹⁴

Between the development of Annandale in 1852 and the 1960s, growth in the region stagnated. Until 1950, the county's population was less than its population in 1870. Between 1930 and 1960 very few new homes were built in Clinton Township.

After 1950, and the opening of the New Jersey Turnpike and the Garden State Parkway, suburbanized growth exploded in Middlesex, Union, Ocean, Morris, Passaic and Bergen counties. Woodbridge, where those two roads intersect, grew from a rural farming community to one of the most populated small "cities" in the United States in 50 years.

Such development seemed destined to bypass this area. Throughout the 1950s, business after business folded in Annandale. Train service diminished as more people opted to drive cars to work. Bus service in Annandale, which had been as regular as mass transportation in big cities diminished as well. The area was getting old, tired and gray, almost seedy, a developing outpost of rural blight.

Then in 1957 a new highway to connect Phillipsburg and Newark was proposed. As with the coming of the rails a century earlier, this led to renewed interest in developing the area. A slow trickle at first, by 1980 it was a torrent.

Along with rapid development, suburban sprawl and traffic-clogged roads, this late 20th Century development brought something else to the region. Folks who had a real interest in older homes, not to replace them but to restore them, to live in them and to enjoy them, bringing a new vigor to Annandale, and a communal pride that resulted in it being accepted as a State and National Historic District worth preserving and celebrating.

This is Annandale in its 150th year.

Advertisements

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Telephone Notice.

The Merchants' and Farmers' Telephone and Telegraph Co.

Have now built their lines into almost all parts of Hunterdon county, and are now ready to receive subscriptions for telephones at the rate of \$12.00 per year for unlimited service throughout the county.

The system now reaches New Hope, Lambertville, Buckton, Idelt, Kingwood, Sergeantville Ringoes, Lochtown, Croton, Flemington, Three Bridges, Baptistown, Rosemont, Frenchtown, Milford, Bloomsbury, Little York, Mt. Pleasant, Everittstown, Pattenburg, Quakertown, Pitts-town, Clinton, Annandale, Lebanon, Pottertowntown, Whitehouse and Whitehouse Station.

Applications for telephones should be made to Charles M. Reading, Frenchtown, N. J., or Eugene Wilson, Sergeantville, N. J., will receive prompt attention.

THE MERCHANTS' AND FARMERS' TELEPHONE AND TELEGRAPH CO.

Endnotes

Section 1

¹ Johnston was a Manhattan born and raised lawyer and son of a wealthy family. He graduated from New York University (a college his father helped found) and Yale Law School. An avid art collector, he was one of the founders and first president of the Metropolitan Museum of Art.

Although he continued to make his home in Manhattan, his country home was a mansion in Plainfield named Netherwood. The Netherwood Station, a recently restored historic site on what was the Jersey Central Mainline and is now the Raritan Valley Line, was build there for his convenience.

He also had property in the "wilderness" of the Watchung Mountains just outside of Plainfield. The winding, twisty, narrow country road through the still wooded, still exclusive region halfway up the hill between Route 22 and Route 78 is Johnston Drive, named to reflect his early presence.

Among his contributions to railroad history, Johnston introduced the use of the railroad uniform for employees.

He died in 1893.

² The Jersey Central Main Terminal can be seen at Liberty State Park. It was, in the heyday of the Railroad Age, a prime port terminal at New York Harbor complete with ferry service to Lower Manhattan and the Jersey Shore well into the middle of the 20th Century.

³ Until 1926, Lebanon was a post-town in Clinton Township. A third Clinton Township station was built in the northern reaches of the region for the benefit of the Taylor-Wharton Iron Works. Because the station was just passed the unique high bridge the railroad built to cross the valley of the South Branch, the station became known as the Highbridge Station. The settlement that developed around it became the Borough of High Bridge in 1898.

⁴ Johnston was asked to rename the village of Clinton Station by the townspeople. In 1873 he did so suggesting Annandale from his ancestors' hometown in Scotland. The name Johnston(e) and Annandale are intertwined – see Appendix 1.

⁵ A small stream, the Beaver Brook, flows to the South Branch through the region resulting in numerous uses of that name even today.

⁶ In 1852, the Main House was less than half its current size.

⁷ Of course, after 1926 Annandale would again make an about-face and center its focus back on the old road when the Easton-Brunswick Pike was paved for automobile traffic and adopted into the Federal highway system as US Route 22. By today's reckoning, Main St. is at the back-end of the village. But not so between 1852 and 1926 when Main St. appropriately connected to the train station.

⁸ Where Boeman's Whitehouse tavern was has not yet been documented.

⁹ It has not yet been established if these four individuals associated with the formative years of Annandale – Abram Young, Jacob Young, Peter Young and R. E. Young – are related.

¹⁰ This had such a pronounced impact on society, a spate of towns, including Clinton Township, were named in his honor, making him the second most honored non-president (after Benjamin Franklin) in U.S. history.

¹¹ See Appendix 2.

¹² The last working farmer to own the property was George Crager, who called the property "Homestead Farm." New York stockbroker William Savin purchased the farm in 1906 as a weekend and vacation home. He remodeled the main house giving it its current look and footprint and built a tenant house for his farm manager. Savin named the farm "Beaver Brook Farm."

In 1933 he sold it to Roy B. White, Chairman of Western Union and President of the Jersey Central Railroad. White did extensive interior work during the 1930s. Much of the color scheme and wallpaper remain.

White sold the property to Richard and Isabel Austin in 1941. Austin was a Montclair, N.J. engineer who became familiar with the Annandale area in 1928 when his firm consulted on the design of the proposed overpass and interchange for the highways now known as Routes 22 and 31.

The small portion of the property with all the historic buildings was purchased by Clinton Township in 1989. Its two former names were combined to become Beaver Brook Homestead.

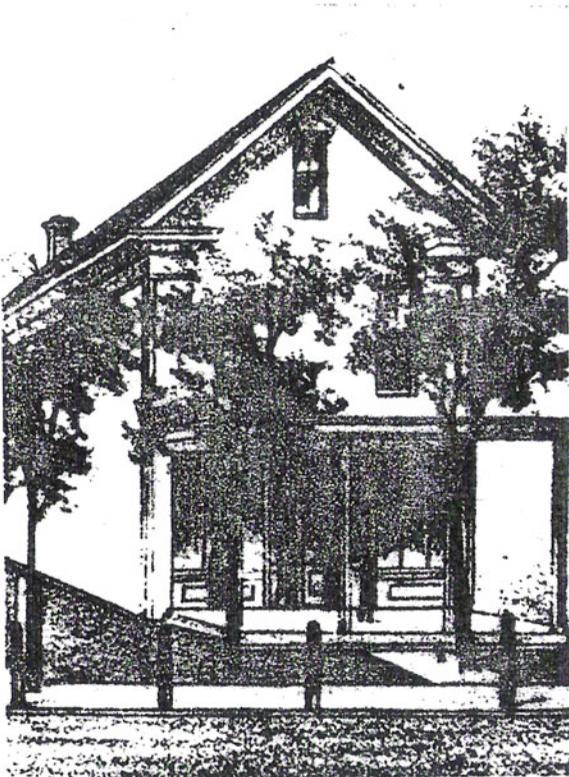
¹³ Adolph Gobel was a wealthy Brooklyn meat packer who purchased several small farms to build his 1000 acre estate. At its height, the farm consisted of a manor house of 21 rooms, several barns including the largest barn in New Jersey at the time, and a small "village" of farm workers houses.

Although Gobel used the country estate primarily for weekends and vacations, he did sponsor agricultural and animal husbandry experiments. He was an early proponent of natural and organic farming. His company's sausage was at the time one of the most popular brands in the nation and he was known as the "sausage king," his goal was to make his sausage the best quality in the nation as well which he hoped to achieve with his stock rearing experiments on his estate.

¹⁴ The farm brought a scare to Annandale in the 1960s when mega-developer Levitt & Sons proposed to build a 4,000 unit Levittown there. The Planning Board refused to allow it.

The Fox/Seals Store
The Old Municipal Building
6 West St.
c. 1886

Strongly tied to the development of both Annandale and Clinton Township to historians it's the Fox/Seals Building. Most think of it as part of the Annandale Hose Company. Many others remember it as the old municipal building and court. Some residents recall its days as the Annandale post office. A few remember it as a grocery store, butcher shop and bank. Very few recall its glory days as one of the busiest furniture shops in a four county region.



Fox/Seals Bldg
1886
Detail – Annandale Panoramic Map

The Fox/Seals Building began life in the 1880s, about half its current size, as a commercial structure on the southeast corner of West and Washington Streets. The land was owned by D. G. Krymer who also owned the land across Washington on the northeast corner. The house on that corner plays an important role in the origin of the Fox/Seals Building.

Little background is known about this entrepreneur, Jacob F. Fox, but within 6 years of his arrival in town his shop was a thriving business specializing in "stoves, hardware, agriculture implements and general merchandise."

In that short time, Fox and his business had become so important a part of the life of the village that on the famous 1886 Panoramic Map of Annandale, 2 of the 4 buildings spotlighted on the lower border are Fox's house and business.

The shop, fronting on West Street, looked just like a general store, as if lifted from the set of a western movie. Many of the original elements are masked by subsequent additions and renovations which more than doubled its size. Gone also are the hitching posts that rimmed the store between the dirt road and the grassy walk around the shop.

Jacob Fox ran the business from 1886 until 1903 when it was sold to Simon Seals.

When Seals died in 1936, his obituary read in part:

"Mr. Seals was the proprietor of the largest mercantile establishment in Hunterdon County and built the business up from small beginnings until its volume exceeded any similar enterprise in the county, although it was located in one of Hunterdon's less populous centers."

Seals was born in the village of Vienna near Great Meadows in Warren County in 1855. From 1890 until 1903 he operated a general store in Hope with a brother, garnering experience that served him well in Annandale.

He named the business S. A. Seals Store and continued to operate it much the way Jacob Fox had, focusing on stoves, hardware, agricultural implements and general merchandise until 1921. In that year Seals made a change that would impact on his shop and the village of Annandale until the 1960s.

S. A. Seals became S. A. Seals Annandale Shopping Emporium specializing in furniture, stoves, refrigerators and household appliances. In a very short time, Seals' was the busiest such shop in Hunterdon, Warren, Somerset and Morris Counties.

The roaring '20s was the time when home appliances became electrified and odds were that anyone who traded-in the old ice box for an electric refrigerator did so at Seals'.

The success of Seals Emporium demanded increased space. Seals could do it and began a series of enlargements that resulted in the current silhouette of the building.

The south side was enlarged skewing the building away from the gable roof apex giving it a slightly lopsided silhouette. The back of the structure was enlarged at the same time. The south side enlargement increased the basement space while the rear addition did not.

Seals added a modern convenience to his shop when the rear section was built. It was a storage elevator of the type called a "dumb waiter." It went from the first floor to the attic to move merchandise and increased Seals' inventory and display capacity.

Seals also enclosed the original general store porch and added a second story space above it bringing the section away from the original gable attic. The porch was enclosed with display windows which held furniture in room settings.

Simon Seals ran the store until his death in 1936. He was succeeded by his son Harry. Harry Seals further expanded the merchandise selections and display. He equipped the second floor sales space with full room setting displays including bedrooms, living rooms and dining rooms. Rugs and floor coverings were added to the merchandise lines which continued to include electric appliances and stoves.

Harry Seals maintained the S. A. Seals Annandale Shopping Emporium name. The small shop remained the busiest furniture store in the four-county region until the post World War II economic boom brought shifting living and business patterns to the nation.

Seals Annandale Shopping Emporium had dominated the furniture business from the 1920s through the late 1940s, holding its own even during the Depression, but it could not compete with the new chain discount stores spawned by the post-War building boom.

Added to the lack of home construction in the area, the shift away from mass transportation reduced the number of trains and buses servicing Annandale and the completion of the Annandale bypass of Route 22 moved auto traffic from the village.

Harry Seals lessened his presence by leasing the large center portion (the original shop) to Gustov Hoffman who operated a butcher and grocery shop there. Seals squeezed his shop into the smaller addition.

In 1959, the Annandale Hose Co. approached Seals about building a firehouse behind his shop on the land occupied by an old barn. A deal was struck and the barn was torn down and the current firehouse built attached to the original building, complete with the second floor serving as a meeting room.

Soon after this, Seals closed his business and leased the south portion of the ground floor to the Hunterdon Trust Company which opened a branch bank in the space.

With the coming of the bank, Hoffman moved his butcher shop and the Annandale post office took over that spot.

All of these activities resulted in more physical changes. The plate glass display windows, suitable for a store were replaced by the present sash windows. A drive-up window and entrance were added to the bank side of the building.

The post office added a loading dock on the north side. Although the drive-up window is gone, the loading dock is still there.

The year was 1960 a real turning point for the Fox/Seals Building.

When the bank moved out a few years later, the Clinton Township Council approached Seals about buying the building for municipal offices. Seals agreed and an era came to an end.

Vinyl siding was applied to save the need to paint. On the south side of the building, the bank's drive-up window was replaced by a wall, and several doors were added. Metal fire escapes were attached there as well. By the late 1960s, the building assumed its current appearance.

In 1982 the post office moved and the Township took over that space. The Municipal offices finally moved in 1993 removing itself to its present site on Route 31 south of Annandale.

After nearly 120 years of faithful community service, the Fox/Seals Building now quietly awaits its next life. The Fox/Seals Building pretty much defines Annandale, standing at its heart and soul, encompassing its history.

Annandale "Pattern" Houses
Bungalow/Craftsman
Beaver Ave. at Lower West St.
c. 1921

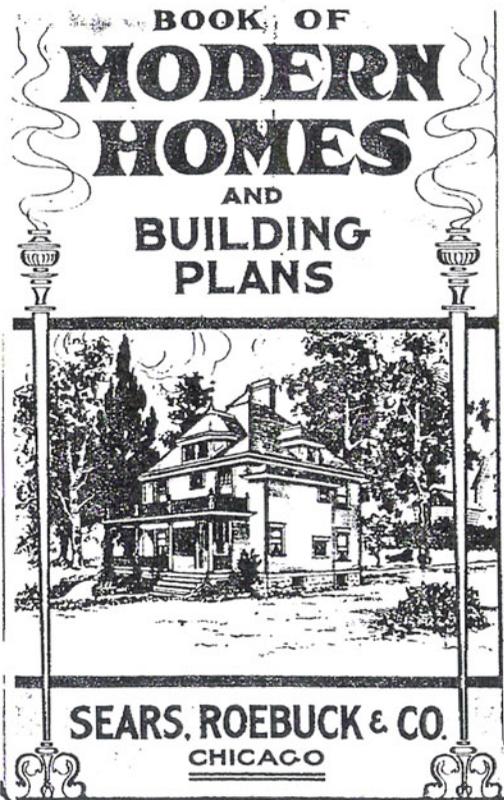
The advent of the 20th Century spurred a revolution in American architecture. The arts-and-crafts or craftsmen movement and the bungalow movement both commencing during the first decade of that century with each cross-fertilizing the other.

The craftsmen movement was the more elaborate while the bungalow grew out of it as the "everyman" dwelling designed to be the most house for the least money. The exact formula for the bungalow varied greatly by region, but the hallmarks of the style are the low-pitched gable roof, the porch and the square tapered piers of the porch.

Although bungalow seems to infer single story, like these Annandale examples, the most popular style in the Northeast had roofs with just enough of a pitch to allow for a partial second floor. On such bungalows, there was a shed dormer near the roof line that allowed additional second floor space and light.

On the one-and-a-half story bungalow, the main roof line paralleled the street (front of the dwelling). However, as with the single story version, the gable over the porch was low pitched and faced the street.

The bungalow style also introduced the stoop to American dwellings. The stoop is an additional space alongside the steps to the porch (wide and functional rather than just a hand rail). The stoop provides a semi-public transition zone between the walkway and the porch.



Cover,
Sears Pattern House Catalogue
R. Haffling Coll.

The stoop became an ideal place for family and friends to sit and visit and for children to play.

Because the bungalow was designed for "everyman," affordability methods of sales and construction were common leading to the appellation "pattern house."

Pattern books, like the Sears, Roebuck catalog for its Honor-Bilt Modern Homes, offered house plans along with everything necessary to construct the house, all in a neat "one-stop" kit. (Assembly required! Nails included!)

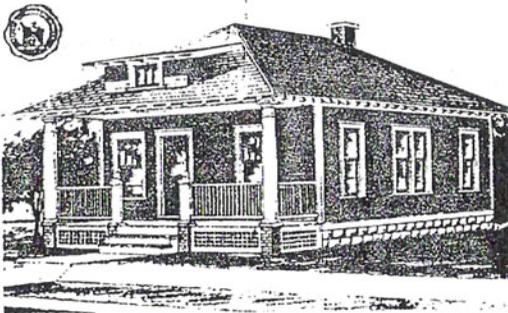
One of the most significant changes in housing construction was the 1909 development of drywall or plasterboard. Although it would take another 40 years for it to gain full acceptance, it dove-tailed nicely with the pattern house trend.

Sears, Roebuck began offering plasterboard as an option with its pattern house kits shortly after its development.

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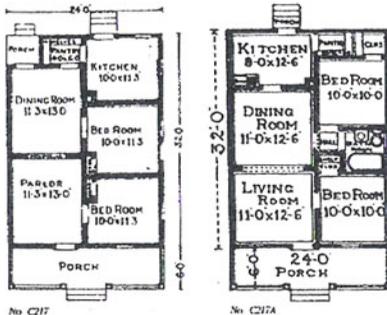


This latest design of a bungalow is a winner for the price which we ask for all the materials required in its construction. Over 100 of these houses have been built. As will be seen by the floor plan, this house is quite convenient for the average family desiring to own a home for the smallest possible cost.

Details and features: Five rooms and one or no bath. Full-width front porch; exposed roof rafter tails; shed dormer in front; glazed front door. Two floor plans; cased opening between living and dining rooms.

Year and catalog numbers: 1917 (C2009, C2038, C217, C217A)

Price: \$599 to \$635

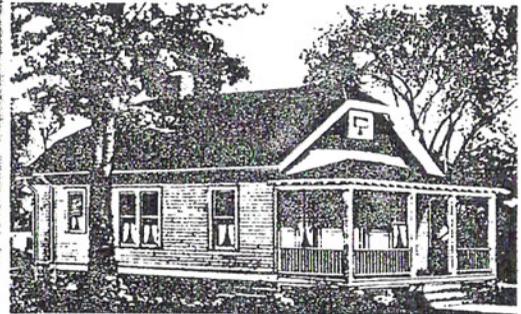


No. C217

No. C217A

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THE SUNLIGHT

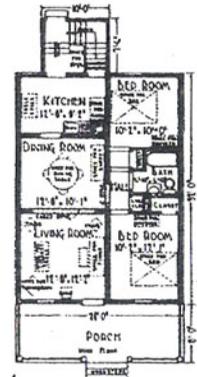


In this modern five-room bungalow the architects have carefully planned every detail so that every inch of space is used to the best advantage. The careful planning of the Sunlight relieves the usual household drudgery. Front and rear gables are ornamented with wood shingles, which can be stained a pleasing tone. The porch is an ideal place to enjoy the pleasant weather and a nice place for the kiddies to play. An enclosed rear entry is a feature.

Details and features: Five rooms and one bath. Full-width front porch with hipped roof, exposed roof rafter tails; glazed front door. Cased opening between living and dining rooms.

Years and catalog numbers: 1925 (3221); 1926 (P3221); 1928 (C3221); 1929 (P3221)

Price: \$1,499 to \$1,620



Fox House
West St.
c. 1870

A center-hall plan building showing Italianate³ and Greek Revival⁴ influences, two styles especially popular during the post-Civil War period. It features a low-pitched hip roof.

The house was the office of Dr. William Knight who began his practice in Lebanon village in 1871 and moved to Annandale a year later. He was the only resident physician in the village.

Knight moved once again, in 1878, to Clinton Town this time, which set up the opening in Annandale for J. F. Fox.

Enlargements were added to the structure sometime during William Knight or Jacob Fox's residence there. Fox also added an L-shaped porch sometime between 1886 and 1895.

A rear porch was added c. 1930.

The building is now covered by asbestos shingle siding which does not obscure several original features such as: the three-light eyebrow windows at the eaves; the 6/6 sash windows; and the central-entry with sidelights, transom and flanking pilasters (which survive from an earlier one-bay porch).

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via
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From NEW YORK

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Foot of Liberty Street

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Vestibuled Coaches, Pullman Parlor, Buffet
and Dining Cars

Lance Store
 Westerfield/Apgar General Store
 Center St. and Beaver Ave.
 c. 1870

This T-shaped building began as a store and dwelling and continues that role as a business dwelling complex. Another Italianate⁵ influenced building this time with Gothic Revival⁶ touches.

Because of the lengthy commercial use of the structure, changes were made, especially during the 20th Century, that mask original elements. Early in the 21st Century, modern siding was added covering the entire structure. The siding does mimic the white clapboard long associated with it.



Lance Store
 Postcard, C. 1920
 M. Apgar Coll.

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NOTICE TO PASSENGERS

NEW YORK AND SCRANTON EXPRESS.

By notifying Conductor before this Train reaches HIGH BRIDGE Passengers may obtain **BOX LUNCH**, prepared at Allentown Station Restaurant. **PRICE 40 CENTS**

THE BOX LUNCH CONSISTS OF

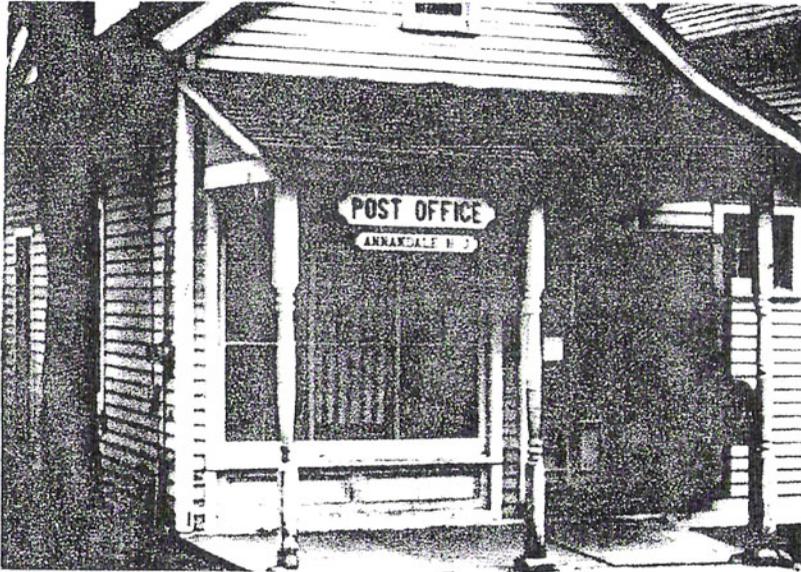
- Roast Spring Chicken, with Bread and Butter*
- Hard Boiled Egg*
- Fruit and Sweet Pickles*
- Roast Beef Sandwich*

And will be delivered upon arrival of this Train at Allentown.

FILL IN NUMBER OF LUNCHESES DESIRED
ONE

Original Annandale Post Office
17 Main St.
c. 1892

The interior of this vernacular structure has undergone many changes in its evolution from post office to dwelling. However, the exterior retains a number of features including the overhanging eaves, frieze, small-paned gable window, and six-pane "shop" window.



Annandale Post Office
Mid-20th Century Photo
R. Haffling Coll.

Young/Gano/Farrington
Lumber & Coal Yard

Lumber Yard Store
9 Main St.
c. 1852



It was not unusual for family members to emigrate together and settle together. With some we know exactly how they were related, with some we can give an educated answer, the rest leave us mystified.

A case in point flows from the early proprietors of the lumber yard.

Gano Bros. Hardware Store
c. 1920 Photo
M. Apgar Coll.



Richette Gano settled in Clinton Station soon after the station opened. He was a master carpenter and sash maker – an ideal trade to have in a developing community.

Gano took-over the small lumber business near his sash shop. That business had been opened by Thomas Risler who arrived in Annandale about the same time as Gano.

William Gano, another woodworker, arrived a few years later bringing a knowledge of wood helpful in the lumber business. William joined his younger brother Richette in operating the lumber yard.

B. E. Young took over the operation sometime after 1875. A name as common as "Young" is confounded since some of the "Youngs" began as Jung, Junger, Younger and Yauger. So it is difficult to gauge the relationships among the several "Youngs" associated with Annandale's early history.

Whatever B. E.'s given name was, he was a man of respect and community standing. For in 1880 he was appointed superintendent of the Sunday school at the Annandale Reformed Protestant Dutch Church.

In the early part of the 20th Century, B. N. Farrington took over the lumber operation which had become quite a large one since first opening. Farrington apparently was a seriously community minded person. Behind his lumberyard office, he had a building that he turned into a dance hall which he called Kil Kare Hall.

Farrington installed a hardwood floor and decorated the interior with red roofing paper. He brought in musicians from as far away as New York City to play with local musicians for dancing. It was a very popular spot for young folks of the day.

He also supplied the fireworks for the Annandale Fourth of July celebration each year.

Central Railroad of New Jersey
Clinton Station
Annandale

Ultimately the hamlet of Annandale developed around a train station that no longer exists. In the late 1960s, after 108 years of service, the station was closed, later razed and replaced with a shelter many call "a phone booth on steroids."

The original station was built in anticipation of the railroad coming through in 1852. The Jersey Central built elaborate stations in Somerville, Phillipsburg, Easton, Allentown, Mauch Chunk (Jim Thorpe) and Wilkes-Barre. Its Jersey City Terminal and its Liberty Street Terminal in New York City were also elaborate structures, as was the station in Atlantic Highlands, the gateway to the Jersey Shore. These places took on the look and attitude of castles or cathedrals.

But rural stations such as the one in Annandale were much simpler. Not much more than a wooden box, really, with extended eaves to provide platform shelter. The original station burned in the early 20th Century and was replaced by an even smaller wooden box which served as the Annandale station until 1969.



Original Clinton/Annandale Station
c. 1890 Photo
Red Mill Arch.

One of the peak uses of the new station came during the Civil War when the body of popular general George Taylor of Clinton Township and scion of the Taylor-Wharton Iron Works family was brought home for burial.

The general, killed during the Second Battle of Bull Run, is buried in the cemetery of the Clinton Presbyterian Church. His funeral procession marched there from the station.

So popular was the general throughout New Jersey that the Jersey Central ran special trains for his services. And a newspaper in Newark supplied tickets for a train-load of residents to represent that city at the funeral.

The station served the early version of commuters, visiting friends and relatives, and workers who came to Annandale. It also served shoppers, who used the train like a trolley or interurban line shuttling them from Annandale to major shopping districts in Easton, Somerville, Plainfield, Newark and back. Trains also brought shoppers into Annandale.

Area farmers made great use of the station. Each day for decades around 80 cans of raw milk were shipped from the station to dairy processing plants in the urban centers. But it was the peach farmers of the region who put the station on the map.



Annandale Station
c. 1920 Postcard
M. Apgar Coll.

Annandale Peach Exchange

Long gone, the peach exchange was sited opposite the lumber yard about where the parking lot now stands. In the 19th Century the hills around Annandale were covered with peach blossoms, giving them a "snowy white" look each spring.

The period from 1870 to 1910 was a period of peach boom and bust for Hunterdon farmers. By 1890 there were over two million productive peach trees in the county with another two million immature trees planted and growing. There were enough peach framers in the region for the Jersey Central to set-up a peach exchange by the Annandale station. The railroad ran special freight trains during harvest season. As many as 59 boxcars were filled with peaches each day during the peak of the boom. Wagons filled with peaches would be lined-up from the Peach Exchange down Main St. and West St. all the way to the church.



Annandale Peach Exchange
c. 1900 Photo
HBBH Arch.

Alas, the boom soon faded. A bug did the industry in. The San Jose peach scale to be exact. Only farmers who could afford the expensive pesticide spray of the day were able to save their trees. The two million trees dwindled to about a quarter million by 1910. By World War I most area farmers had dropped out of the peach business.

Nicholas N. Boeman Inn
Annandale House
Annandale Hotel
6 Main St.
c. 1852

This structure was built in two parts. To the west of the original section is a smaller (less than half the size) addition. The basement of the addition is mostly above grade. A shop was once located here. The remodeling occurred late in the 19th Century.

There is also a rear appendage of one-and-a-half stories.

The building shows Greek Revival⁷ and Queen Anne⁸ influences. Although much remodeling occurred as the hotel was transformed into a dwelling, the building's silhouette remains true to its 19th Century appearance.



No. 8, Annandale Hotel. Annandale. N. J.

Annandale Hotel
c. 1910 Postcard
HBBH Arch.

Tavern keeper Boeman would provide food and shelter for travelers. As American social awareness developed after the mid-19th Century, the folks in Clinton and Clinton Station – all growing rural settlements in fact – desired many of the same things available in the new “big cities.” Traveling salesmen would arrive by train with news of the latest fashion trends for the local merchants. Orders would be shipped quickly by train keeping the rural folks as up-to-date as their city cousins.

News of fashions and trends was not the only news traveling salesmen brought to the local tavern. Prior to the development of electronic communications, the local tavern was the information center of a community and had been since at least the time of the Ancient Romans.

The barkeep not only dispensed drinks, he orchestrated conversations, conducted introductions and kept the proceedings neighborly.

In Annandale, the Boeman’s tavern would be the place where residents and visitors received breaking news since it was the closest building to the station where the telegraph office was generally located.

Boeman’s was a family business. Boeman’s wife, Margaret helped run the establishment as did several of their six children. Oldest daughter, Mary, worked as a maid tidying the guest rooms and oldest son, Lambert, was the barkeep. The family even had room for Boeman’s aged mother, Elizabeth, who in her late 70s would be the oldest resident of Annandale at the time.

Today the word tavern is associated with alcoholic beverages not travelers. But the association is backwards.

The closest current English term meaning what tavern originally meant would be “motel.” It was a place for travelers to rest during their journey. By New Jersey law every town was required to provide a tavern for the comfort of travelers.

Taverns served wine, beer or spirits for the same reason contemporary travelers request the same. The quality of the water available to travelers was often in doubt. The quality of the wine, beer and spirits was not.

As the 19th Century waned and the 20th developed, railroad taverns evolved into hotels. When the Boeman Tavern was taken over by William Morrison around 1886, he renamed it the Annandale House which soon evolved into the Annandale Hotel.

The biggest difference between a tavern and a hotel? "Tavern" is an Anglo-Saxon word then becoming associated with the "low-life" drinking crowd. (The push for Prohibition and the on-going debate cast negative implications on the word "tavern".)

"Hotel" means the same thing as "tavern" but in French – a "higher-class" language! This not only said the place is *not* a tavern, but gave the establishment a hoitier panache as well, appealing to the Victorian sensitivities.

The hotels also took on a different function becoming destinations, not just a stop on a journey. Why would Annandale become a destination? The railroad needed. By the end of the 19th Century, passenger service was well established. It was a no-growth time. The rails had to motivate people to take trains, especially on weekends.

One answer was amusement parks. The most famous in Hunterdon was the Bellewood Park in Pattenburg built by the Lehigh Valley Railroad.

The Jersey Central had a small amusement park in Annandale. It was Iron Springs west of the village behind Beaver Brook Homestead. All traces are now gone. But it did attract patrons to the trains on weekends and some would make a whole weekend of their trip by reserving a room in the Annandale Hotel.

At its height of popularity, the hotel offered 12 guest rooms (two attic rooms set aside for Negro guests) with food service, drink and news in the taproom. It even installed indoor plumbing in 1913. By the beginning of Prohibition (1919) things were changing and the days of the Annandale Hotel as a hotel were numbered.

Annandale Store
The Young + Finley General Store
12 Main St.
c. 1853

Stewart and Hoffman (or Huffman) operated the store soon after it was constructed as dealers in general merchandise or general store.

This particular general store is a well preserved example of the type. It's style illustrates some Gothic Revival⁹ and Italianate elements.¹⁰

The rear appendage was most likely a 20th Century addition.

The right section of the front retains its Victorian commercial look emphasized by the full-width front porch.

The tracery and arcading elements exhibit the American Gothic influences.

Of the six general stores once doing business in Annandale, only one, a 1920s late-comer still operates.



Annandale Store
c. 1900 Postcard
M. Appgar Coll.

The Jacob F. Sharp House
24 Main St.
c. 1870

Harry Seals, who would soon run his father's S. A. Seals Shopping Emporium, lived here for a while, shortly after his marriage to Jacob's daughter Bertha. This was not an unusual living arrangement prior to World War II.

This house represents Second Empire influences, a style generally not built in rural areas.

The style is characterized by the mansard roof (which features two roof pitches forming a graceful S-curve on all four sides of a typically square or rectangular structure). The roof was named for François Mansard who designed it long before it became popular which was during the reign of Napoleon III (1852-1870), labeled the Second Empire.

Coinciding with the beginning of his reign, mansard wings were added to the roof of the Louvre which sent a tidal-wave of imitations through the world. The style became so prevalent with the design of public buildings in the U.S. during the administration of President Grant, it was called the "General Grant style" for a while.

The two-story format of the Sharp house is typical of Second Empire design. Many Second Empire houses feature dormers that essentially make the attic, a third story.

It was this factor that ballooned the short-lived popularity of the design by defeating height restrictions. In places like London, dwellings were restricted to four stories. With the Second Empire design and its useful attic, builders could literally get a fifth story above the restriction.

The double door, central entranceway and 2/2 sash windows are further hallmarks of Second Empire design.

Soon after the French were defeated in the Franco-Prussian War (1870) both Napoleon III and the Second Empire were gone. The architectural design it spawned withered shortly thereafter.

The Sharp house was built at the peak of the design's popularity. That the style was waning is indicated by the porch, which is typical of Queen Anne style,¹¹ not Second Empire.

The mansard roof resurged during the late 20th Century for commercial enterprises which probably has old François spinning in his grave. Just about every fast-food burger outlet and gas-station deli sports a faux mansard roof nowadays.

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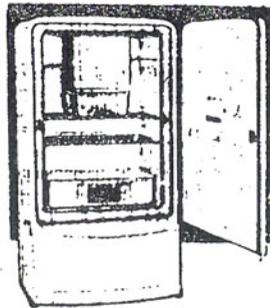
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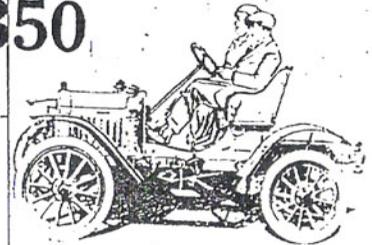
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ANNANDALE, N. J.

GLEN GARDNER, N. J.

Farmhouse
West St.
c. 1825

This is the oldest structure within the village of Annandale. It's what the railroad workers found when they came to the area to begin work on the road bed. It was built before the grid pattern street format was adopted so seems to face the "wrong way."

It presents its side to the nearest street which was laid-out in its present format several decades after the farmhouse was built.

Originally, the only north-south road in the vicinity angled-off to the southwest, away from the farmhouse. The farmhouse was built with an east-west orientation which fronted it, after a long set-back, toward the main Pike road (now Beaver Ave.).

When the grid pattern was established, the north-south road (eventually named the Annandale-High Bridge Road) was straightened through the village, passed the Pike road, then took a sharp westward turn to connect to the original north-south road. (See fronts piece map.)

Much of that area has been obliterated by the construction of the Interstate highway during the mid-20th Century.

Over the centuries, the farmhouse has been modified with a one-and-a-half story appendage to the east and shed-like front appendage which is most likely an enclosed porch.

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The Annandale Firehouse
43 West St.
c. 1892

The Annandale Hose Company developed because there was a major fire in the Town of Clinton in 1891. And there were no fire companies in north Hunterdon.

As the fire began on Main St. there, the mayor telegraphed Flemington, Easton and Phillipsburg. Flemington sent men but couldn't get its equipment there. Phillipsburg sent men and equipment, but in 1891, the trip took two hours. They arrived at 5 a.m., and quickly extinguished the fire. But 23 buildings had been destroyed all but wiping-out downtown Clinton.

In response, the people of Clinton formed their own fire company. Immediately the folks in Annandale saw the wisdom in that and did likewise.

The first order of business, which took eight years to fulfill, was getting water to Annandale. Wells just wouldn't do for fighting fires, so the people of Annandale contracted with the Town of Clinton Water Company to run water mains from Clinton to Annandale.

On June 7, 1897 the Hose Company became official. The first Annandale fire occurred a bit over a year later on a very hot summer afternoon.

Cotton bed quilts stored for the summer in the attic against the hot slate roof of the Center St. house of Abner Allan ignited. The alarm sounded. Fittingly for Annandale, the first alarm was an old locomotive wheel hit with a sledge hammer gong style.



The Company's only piece of equipment at the time, a two-wheeled hose cart pulled by hand, arrived and the volunteers, who had been in training less than a year, hooked the hose to the newly installed hydrant and quickly extinguished the fire saving the house.

The first alarm siren was installed in 1923 and two years later, the Hose Company purchased its first motorized piece of apparatus – a modified Ford 1-ton chassis complete with hand cranked siren.

Annandale Hose Co.
c. 1923
HBBH Arch.

Twenty years later, after World War II, a second fire truck joined the original.

When the Hose Company moved to its location behind the municipal building, the original firehouse was remodeled to serve as a dwelling.

In fact, the structure was seriously remodeled twice. It is believed it began as a meat market in 1892 and between 1897 and 1903 was made into the fire house. However, there is some evidence that the basic structure may be older. The 1886 Panoramic map of Annandale shows the LaRue & Fritts Insurance Agency located on the site that would become the firehouse and the sketch of the agency building shows the same footprint and side windows as the firehouse does in a circa 1923 photo. Only the roof is different.

The extensive remodeling over the years has masked its original look. Most of its façade and silhouette date from a possible undocumented World War II era and the late 20th Century remodeling.

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Special Train for High Bridge

and All Stops on N. J. Central Railroad will Leave Somerville

HALLOWE'EN NIGHT

Oct. 31, 1910, at 11:15 p. m.

VISIT THE GREAT HALLOWE'EN Celebration in Somerville

Grand Parade, Fireworks, Music, Etc., Etc.

\$300.00 in Gold Prizes

to be Awarded to Successful Contestants.

Contests Open To Entire State!

All Contestants Must be Registered to Compete for Prizes

Annual Parade and Inspection

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COME EARLY! GO HOME ON THE SPECIAL

Palmer-Gambrell, Somerville, N. J.

What's On At The Movies

Hunterdon, Flemington

Today thru Saturday—Devotion
Sunday thru Tuesday—Little Giant

Palace, Flemington

Friday thru Sunday—Abilene Town and "Close Call for Boston Blackie"

Clinton Point, Clinton

Today thru Saturday—"Little Giant" Sunday and Monday—"From This Day Forward" Tuesday and Wednesday—"Meet Me On Broadway" and "Red River Valley"

Barn, Frenchtown

Today thru Saturday—"The Postman Always Rings Twice"

Strand, Lambertville

Today—"Cinderella Jones" Friday and Saturday—"Tarzan and the Leopard Woman" and "Behind Green Lights"

Cort, Somerville

Today and Friday—Spellbound Saturday thru Monday—"A Walk in the Sun" and "She Went To The Raucers" Tuesday and Wednesday—"Cinderella Jones" and "Suafu"

Playhouse, Raritan

Today—"Masquerade in Mexico" and "Follow That Woman" Friday and Saturday—"Because Of Him" and "Terror By Night" Sunday, thru Tuesday—"Love Letters" and "Along the Navajo Trail"

RAPID REVIEWS

"Little Giant"—Abbott and Costello clowning again

"From This Day Forward"—Joan Fontaine and Mark Stevens in a slow-moving story of the difficulties encountered by a young couple Henry Morgan as a shuffless but likable father of two happy kids is about the best thing in the picture

"The Postman Always Rings Twice"—A dazzling blonde and her tough boy-friend work very hard to murder the girl's husband. Lots of excitement plus Lana Turner's good looks and fine support by John Garfield, Cecil Kellaway, Leon Ames, and Hume Cronyn.

"Devotion"—Ida Lupino, Paul Henreid and Olivia DeHavilland

"Abilene Town"—One of the better westerns, with Randolph Scott and Ann Dvorak

"Tarzan and the Leopard Woman"—Johnny Weissmuller, once more in the jungle version of Superman. With Brenda Joyce.

"Cinderella Jones"—Joan Leslie and Robert Alda in just another romance.

"Spellbound"—Ingrid Bergman in a thriller about a woman psychiatrist Gregory Peck is good, too, and Alfred Hitchcock's direction guarantees a plentiful crop of goose pimples.

"A Walk in the Sun"—A very fine picture about the war from the point of view of a platoon of G. I.'s whose job it is to capture a farmhouse in Italy. Dina Andrews, Sterling Holloway and Richard Conte are featured

Hummer Bros. Carriage Factory
Hummer & Smith Wagons & Carriages
Wheelwright
40/42 West St.
c. 1885

For a period early in the 20th Century, folks could purchase a high-end carriage, or a newfangled automobile right in Annandale around the corner from each other.

When the Hummers opened their carriage manufactory in Annandale, they did so to take advantage of the nearness of the railroad and the proximity to both farmers and the new business class settling in the village.

Today when we think of a horse and wagon, most of us think of the Amish buggy, the Hansom cabs of Central Park, or some horse-drawn conveyance we've seen in a movie. But before World War II, carriages and wagons were serious business.

In the late 19th Century, there were several hundred named carriage styles from phaeton to cabriolet to buggy to coupe to coach. Each style had its own function. The same with wagons.

If the blacksmith was knowledgeable about working with iron, the wheelwright was knowledgeable about wood. The hardest part of making a carriage or wagon was designing and fashioning the wooden wheels. Wheelwrights essentially made something round out of something straight and provided a mechanism to keep what must be round, round.

Think of the weight of a loaded carriage or wagon on those thin wooden wheels and the rough dirt roads they traveled.

The wheelwright knew that black or sour gum was for hubs, oak or ash for spokes, hickory for felloes (rims), beech or fresh-ash for axles. He not only knew this, he knew how long each wood must be seasoned and had a "secret recipe" for seasoning.

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If you own a Farm or a Platform Spring Wagon, don't forget

Hummer & Smith

We are Pioneers and Manufacturers of

Carriages and Grocery Wagons

WAGON PAINTING A SPECIALTY

Agent for Wm. N. Brockway Wagon Light and Heavy Harness and Horse Goods
ANNANDALE, NEW JERSEY

The wheelwright not only made a perfectly round felloe (rim) from straight wood, he mated the felloes with a perfectly round shoe or tire from wood to protect the felloe. The spokes he crafted not only held the felloe and tire on the axle via the hub, they also helped maintain the circular shape of the wheel.

And he did all this by hand.

That Hummer's carriage shop lasted well into the early days of motor cars attests to the quality of the work.

When it became obvious during the Depression that the days of the carriage and wagon were numbered, the Hummer industrial site was remodeled into the current vernacular duplex dwelling.

The mid-20th Century asphalt shingle and aluminum and transformation from industrial building to dwelling masks original features.

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*Half Sail—Half Rail to the Famous North
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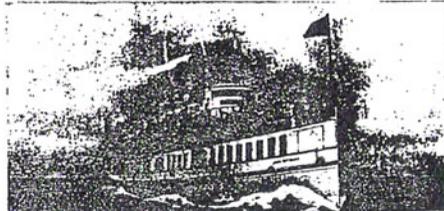
Via Sandy Hook Route

From foot of West 42nd Street and Cedar Street, New York
Also All-Rail Lines from foot of West 23rd and Liberty Streets

"A Treat and a Tonic"



TERSE impression of the trip from New York to Atlantic Highlands Pier, where fast express trains are waiting, on the Sandy Hook Route Steamers, from the decks of which a splendid marine spectacle is commanded. There are the grim forts that guard the entrance to the Narrows, the interesting harbor lights with their suggestion of evasive mystery; the passing craft of every type and tonnage—the catamaran-like rig of the native fisherman or clammer; the ancient clipper of five masts and low freeboard; the pestly plunging excursion side-wheeler, the more acetate coastwise liner and the imperious transatlantic leviathan.



STEAMER "ASBURY PARK"—FLAGSHIP OF SANDY HOOK ROUTE FLEET

breezes that ceaselessly sweep in from the ocean. Incidentally, the dining rooms are popular features of the steamers.

There is another aspect of this delightful trip—that which most impresses the business man, the office worker of the metropolis, who, unable to enjoy a regular vacation, finds an effective substitute in the double-daily ride between the City and the Highlands Pier, and discovers a real elixir in the cooling, salty

SCHEDULE TO LONG BRANCH, ASBURY PARK, OCEAN GROVE, BELMAR, SPRING LAKE
POINT PLEASANT, Etc. In Effect May 28, 1916.

Sandy Hook Route from New York
Steamers leave Pier 81, N.R., foot of West 42nd Street.
Weekdays—8.50, 9.55 a.m., 12.30, 3.15, 4.15, 7.45 p.m.
Sundays—9.30 a.m., 1.00, 7.45 p.m.

Leave Pier 10, N.E., foot of Cedar Street. Weekdays—6.15, 10.25 a.m., 1.00, 3.45, 4.45, 8.10 p.m. Sundays—10.00 a.m., 1.30, 8.10 p.m.

*N.R. not run holidays.

All Rail Lines from New York
Leave West 23rd Street Terminal. Weekdays—4.01, 11.20 a.m., 1.20, 3.20, 4.30, 11.50, 5.20, 6.30, 8.50, 11.50 p.m. Saturdays Only—12.10, 1.10 p.m. Sundays—9.03 a.m., 3.50, 8.50 p.m.

Leave Liberty Street Terminal. Weekdays—4.00, 8.15, 11.30 a.m., 1.30, 3.20, 4.15, 9.10, 5.30, 9.00 p.m., 12.01 midnight. Saturdays Only—12.35, 1.10 p.m. Sundays—3.50, 9.15 a.m., 4.00, 9.00 p.m.

*N.Y. not run Saturdays or Holidays.

Full Summer Schedule Takes Effect July 2



THROUGH SERVICE TO
ATLANTIC CITY FROM
NEW YORK

Leave West 23rd Street. Weekdays—4.50 a.m., 1.20 p.m. Saturdays Only—12.50 p.m. Sundays—9.50 a.m., 1.20 p.m.

Leave Liberty St. Weekdays—9.00 a.m., 1.30 p.m. Saturdays Only—1.00 p.m. Sundays—10.00 a.m., 2.30 p.m.

For Service via Philadelphia see special leaflet.



The George M. Freck House
32 West St.
c. 1855

George Frech was a quintessential late 19th Century man. He led the kind of simple, quiet, ordinary life that defined the U.S. between the Civil War and World War I. Like all such persons, the most important thing about him was that he was there. The Annandale we know is because he was.

Born in Bavaria in 1825, it is not recorded just when he emigrated to the U.S.

The railroad worker was to the late 19th and early 20th centuries what the computer specialist is a century later. Frech was a railroad man – someone on the cutting edge of the then current technology.

When the new station for Clinton was being built, Frech was transferred from Whitehouse to take charge of it. He became Jersey Central's first agent at the new station. This was a position of great responsibility, so it is evident that Frech was a worker who impressed the railroad brass.

As was the practice of the time, the agent had rooms within the station itself making Frech the first new resident of the village that would soon form around that station.

Sometime around 1855, the classic Italianate¹² became his home. This would be about the time he married Barbara who would eventually have four children that survived infancy: George, John, Anna and Margaret Elizabeth (called Maggie by the family).

The Frech family always had room for a border in their house. The first was Charles Leibold, a 24 year old railroad laborer from Wittenberg, who moved-in shortly after the Freches did.

That Frech continued to work in the village and grow in the esteem of his fellow townspeople is evidenced by his selection in 1866 as the clerk of the newly established Reformed Protestant Dutch Church in the village and subsequently being appointed a deacon of the church.

By 1870, Frech had added farmer to his resume.

His steadfastness on the job, his apparent respect by his fellow town folks, his community and church involvement, and the style house he lived-in show that Frech was a classic 19th Century man.

The house itself is a two-and-a-half story, T-shaped, side-hall plan Italianate. The structure, despite some modifications over the years, still shows definitive eave brackets and three-light eyebrow windows.

The entry porch and an enclosed rear porch are 20th Century additions. The exterior is covered with brick-face.

A unique feature of this building are the brownstone lintels. Brownstone is most associated with the brownstones (townhouses) of Manhattan and the row houses of Philadelphia, not with New Jersey construction even though much of the brownstone was quarried in this state (and there are loads of brownstone buildings in this state).

Many of the brownstone-row houses of the day featured Italianate design elements. So it is possible the idea for the brownstone references began there. It is also possible that the builder had some brownstone left over from a Manhattan or Philadelphia project and used it in this rural one.

If such is the case, it would not be the only time that happened in the area. In 1929, a builder who had worked on the Empire State Building had some Art Deco plates left over from that project. He installed some of them in a new bank he was working on in High Bridge.

The J. Haynes Wyckoff House
5 West St.
c. 1903

This Colonial Revival is one of the newer historic buildings in Annandale.

The year 1876 was a significant one in the social history of the U.S. The Centennial Exhibition had a pronounced influence on the thinking and attitudes of people from all walks of life, permeating the country's collective conscious with a profound sense of America's self-worth.

The years 1880 to 1930 produced the most conspicuous changes in American as well as world history. One example of a simple but world-altering change that developed during the period is illustrative. The Ancient Romans regularly built apartment buildings of six stories with the technology of their day. With the technology of 1876, Europeans and Americans could build apartments of eight stories.

After 1880 and the development of structural steel, reinforced concrete and the elevator safety brake, it became possible to scrape the sky with buildings.

Change in that period was overwhelming, or it could be. It did *not* overwhelm the people because they *embraced* the change.

The Colonial Revival style was not a nostalgic backward glance, it was a look-back for inspiration. A look-back that said "We don't need anyone else's history for inspiration." The revival was an effort to reference and update the old and to avail it with all the latest technology. For example, Colonial Revival was the first style to purposely include indoor plumbing and electrical wiring.

Colonial Revival includes Georgian, Cape Cod, Dutch Colonial, Spanish Colonial, and Saltbox.

Because Colonial Revival houses have a built-in "always-been-there" look, they became quite popular for building lots within already established communities. So it is neither surprising nor unexpected that the Wyckoff house was built in this style in this empty space decades after the nearby houses.

Four Square
Beaver Ave. & West St.
c. 1900

This corner facing, Queen Anne influenced house was a late addition to the village in spite of its classic look. Until the 1870s, the site held a school building listed as the fourth building to serve the children of Clinton Township's Beaver Brook section. And yes, they were all "Little House on the Prairie" one-room school houses.

In fact, the fourth building, built in 1836, was the first non-log building used as a school. Its location on the main pike road made it ideal for easy accessibility. When built, the school was not on a corner, rather mid-block, since West St. was yet in place.

Back then, schools were rarely named. Rather they were given a district number which was countywide. By 1924, Clinton Township had schools number 54 through 58.

The school originally on this site was District 54 school. A new District 54 school was built in 1888 just a block away, on Lower West St. near the new post office. The Old Annandale School (the Red School House) still stands, restored after a late 20th Century fire. It is used as offices for various township commissions.

The house that was built on the lot vacated by District 54 school is a classic Queen Anne with semi-octagonal bay window and tower along with wrap-around porch.

Of particular note are the diamond-paned windows on the northeast.

Its corner lot location gives the house a park-like ambience. It also makes it more prominently visible, and its proximity to the corner lot Queen Anne (which is about 5-10 years older) directly across the Old Pike Road (Beaver Ave.) makes it appear part of a matching set and acts almost as a "gateway" to the village.

The Jacob Cregar House
20 Washington St.
Queen Anne
c. 1890

This popular Victorian era style of American architecture has nothing to do with Queen Anne or her reign (1703-1714). Its height of popularity coincided with the high Victorian era, 1870-1900.

It was the culmination of Victorian architecture combining influences from all the trends of the day. "Mix-it-up" seemed to be the motto of the style. Different materials, different textures, wood shingles, clapboard, moldings – it seemed to demand as many different elements appear on the same wall.

It featured a complex blend of roof lines by adding turrets, dormers, gables, and tall multiple chimneys. The first floor added to the mix by the use of asymmetrical porches while the second floor's contribution was the bay window as likely as not repeated on the first floor.

Even latticing on the windows added an element of busy-ness to the design.

The famous "painted ladies" (a Victorian era house painted with three colors) of San Francisco are most often Queen Anne in design.

Coming during the period of rapid economic expansion and technological improvements, the style influenced all areas of the country. Even folks in as rural an area as Annandale could see the design possibilities in the many pattern books circulated then.

The bay windows and tower, the mix and extensive use of fish-scale shingle and clapboard siding, multi-pane/1 sash windows, and prominent chimney features mark this house as a classic Queen Anne.

Appendix 1

Annandale's Name

Most histories of Clinton Township repeat the story that John Taylor Johnston named Annandale after his hometown in Scotland. Research suggests Johnston had more in mind. These facts were uncovered while doing research for Historic Beaver Brook Homestead, Inc.

From Johnston's biography it is clear that he was not native to Annandale, Scotland since he was born and raised in Manhattan and first visited Scotland when high school age spending a year there studying. When he named Annandale in 1873, he apparently was thinking about his and Scotland's roots, for Annandale is seminal in the development of that nation and significant in its history.

Annandale means valley of the Annan River, which flows into the Solway Firth, the western gateway to Scotland near the west-edge of Hadrian's Wall. Here settled some colleagues of William the Conquer who set-up fortifications to guard against sea invasions. Annan Castle became one of the major fortifications.

The first of William's fellow Normans in the Annan region was one Robert de Braose (row BEAR deh brewz). Some 240 years after the first de Braose arrived, a descendent, Robert de Braose VIII – better known as Robert Bruce – became King Robert I of Scotland. Before becoming king, he was Lord Annandale.

Another of Robert de Braose's descendents became King Charles II of England in 1664. One of his first acts as king was to grant a substantial portion of land in the British North American colonies to his brother, James the Duke of York, who kept the larger portion and named it New York. He gave the smaller portion to his cronies, Sir George Carteret and John, Lord Berkeley, who named it New Jersey.

The name "Johnston" and "Johnson" are neither variants of the same name, nor are they linguistically related. Johnson (son of John) is a common Anglo-Saxon name. Johnston (of John's land) is a French-Flemish one. The Johnstons (or Johnstones) can be traced to one family.

Robert de Braose, and a nobleman Sir John, like most of William the Conqueror's warriors were originally Normans or French-Flemish. When Robert de Braose left England in 1174 to claim the region of Annandale, Scotland that William had given him, Sir John and his family went along, settling there as well.

Appendix 2

Annandale's Fraternal Organizations

Annandale's two fraternal lodges, Free & Accepted Masons and Knights of the Golden Eagle, were not only traditional 19th Century, secret men's clubs, they apparently used the same meeting room. That room was on the third floor of a now gone Main St. building that temporarily housed the District 54 school on the first and the township hall on the second floor.

The Stewart Lodge (No. 34) of Free & Accepted Masons was organized in 1854 in Whitehouse. It moved to Clinton Station in 1865 and took-up quarters on the third floor of the school building. That entire floor was remodeled to serve as the lodge's meeting and activities center. The lodge used that building until once again moving in the mid-1870s, this time to Clinton Town.

Around the time the Masonic lodge moved out, a new fraternal society formed in Baltimore and called itself the Knights of the Golden Eagle and its local chapters Castles. The Annandale Castle used the third floor rooms during the early part of the 20th Century. The small organization faltered and by the end of the 20th Century was reduced to fewer than a dozen Castles nationwide.

The building fell into dis-repair and was razed sometime during the 1960s. The lot is still vacant.

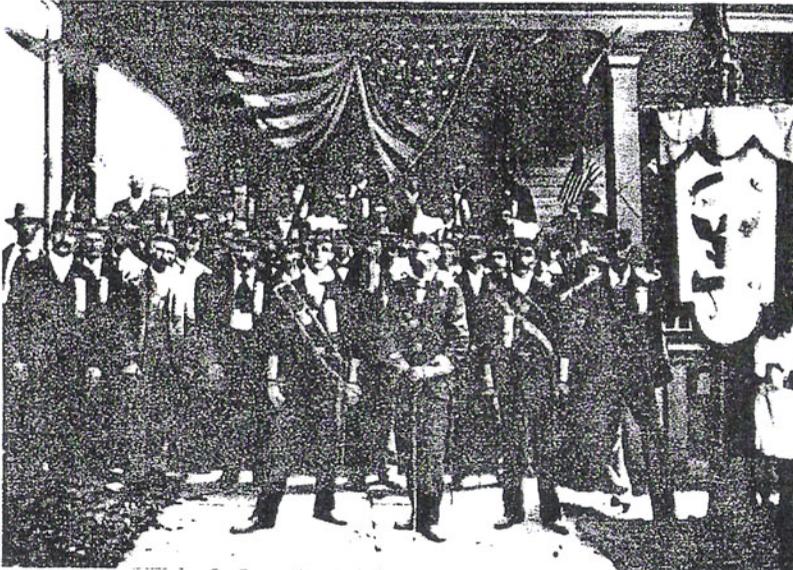


Photo (c. 1900) of members of Annandale Castle Knights of Golden Eagles (with parade ribbons) HBBH Arch.

