

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic N/A

and or common NEW HOPE VILLAGE DISTRICT

2. Location

street & number Ferry St., Bridge St., Old Mill Rd., Mechanic St., Buttonwood St., Randolph St.,
Main St., Coryell St., Stockton Ave., Waterloo St. -n/a not for publication

city, town NEW HOPE n/a vicinity of

state PENNSYLVANIA code 42 county BUCKS code 017

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<input checked="" type="checkbox"/> <u>N/A</u> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name SEE ATTACHED CONTINUATION SHEET

street & number

city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. BUCKS COUNTY COURTHOUSE

street & number MAIN & COURT STREETS

city, town DOYLESTOWN state PENNSYLVANIA

6. Representation in Existing Surveys

title Bucks County Historic Sites Survey has this property been determined eligible? yes no

date 1979-80 federal state county local

depository for survey records PHMC/NEW HOPE

city, town HARRISBURG/NEW HOPE state PENNSYLVANIA

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The New Hope Village Historic District includes most of the Borough's structures and the principal streets. The topography within the district is influenced by both the Ingham Creek and the Delaware River. From north to south the landscape is mostly level. But as one moves away from the River, the land rises rapidly. Besides the Creek and the River, the other significant feature within the village is the Delaware Division Canal. Constructed in 1832, it was to have a long standing and dramatic effect on the growth of the Borough.

The district contains 232 structures of which 202 contribute to the historic district. The buildings are a mixture of stone, brick and frame with the majority being frame and stone. The structures along Main, Bridge, Ferry and Mechanic Streets are primarily commercial structures. The rest of the community is residential except for the Union Mills at the extreme southern end of the district and the Union Camp Corporation plant on Bridge Street.

During the eighteenth century most of the development within the village was concentrated along Ferry Street, which ran parallel to Ingham Creek, and which was an extension of the York Road, one of the oldest stage coach routes in the mid-Atlantic area. At the end of that century the village had just over 30 structures. Benjamin Parry, who had arrived from what was then Philadelphia County in 1784, commissioned a survey of the village to show his holdings in relation to others. At that time (1798) New Hope was a small community within Solebury Township.

A number of these structures still survive. The most prominent of these is the Parry Mansion at Main and Ferry Streets (27-010-074). This Federal style stone building was the home of Benjamin Parry and was constructed in 1784. Close by the Parry Mansion are other Parry owned buildings. These include the stone barn (27-010-146), the salt store (27-010-143) and the grist mill (27-010-146) all built somewhat earlier than the house, c. 1760. The mill has been greatly altered and expanded over the years and now is the Bucks County Playhouse. The Parrys also had a store (27-010-144) that is the oldest store in continuous use in the village.

The oldest surviving stone building in the district is the Wilkinson House (27-010-77) on Mechanic Street. This three bay, two story building is very much a vernacular structure.

Even though the village was a prosperous ferry point, its growth was slow until two important events occurred. The first was the construction in 1814 of a bridge across the Delaware River. Along with its construction the company in charge laid out Bridge Street. The structures along this road were constructed after this and reflect their nineteenth century origin. Most are made of brick and are plain unornamented structures.

The second event was the construction through New Hope in 1832-33 of the Delaware Division Canal. The real growth of New Hope can be traced to its opening. Construction of houses and shops increased dramatically after this. While the Canal carried mostly coal, it also allowed goods to be sent up and down the Delaware River Valley; and, as a result, the commercial advantages of New Hope were increased.

By the mid nineteenth century New Hope village contained about 125 structures or almost four times as many as it had in 1798. The structures that were built as part of this growth contract greatly with each other as well as with the eighteenth century structures.

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There was a greater range of options available to the builders and owners. The Logan Inn (27-010-051), for instance, which has a 1727 core, is a good example of an Italianate hotel with its tall stuccoed exterior and the heavy bracketed cornice and almost flat roof. The Maris-built Delaware House (27-010-125) was constructed in 1818. Although its gambrel room was added in the mid-nineteenth century, its tall three story appearance exhibits Maris' taste for unusual structures.

At a diagonal to this building across Bridge Street is the c. 1845 Chattels Lumber Yard Office Building (27-010-049). Its Italianate appearance is similar to that of the Logan Inn, except that it is not stuccoed and its roof has a pitch instead of being flat.

Directly to the south of the lumber yard office, the 1869 Cook House (27-010-046) stands in direct contrast. It is a Second Empire dwelling, complete with mansard roof and entrance tower. It along with the Johnson House (27-010-139) and a large frame example (27-010-157) at Main and Mechanic Streets are the only three Empire buildings in the Village Historic District.

There are a number of examples of Queen Anne architecture in the village. The Booz House (27-010-118) on North Main Street is one of the more interesting examples. It is a two story frame building with a large cross wing. There is a two story projecting bay on the cross wing that terminates in a flat gable. The original porch and tracery trim still survive.

The Johnson Store (27-010-140), c. 1871 on South main Street also is a Queen Anne design. It is a gable end front building with a heavy bracketed Italianate cornice and a palladian window. Gable front structures were used to great effect within the village and were an important adaptation to the use of narrow lots. The Cryer Hardware Store (27-010-133) was constructed about 1849. Its gable end front was framed by a heavy bracketed cornice. The double window in the upper story might be an original feature and as such, foreshadows the wide spread use of palladian windows in the last quarter of the nineteenth century. Another example of the gable end front buildings is the c. 1875 dwelling (27-010-69-1) on Mechanic Street. Perhaps the oldest example is the original firehouse (27-010-126) on Bridge Street next to the Bridge itself.

As the twentieth century approached, building styles became more traditional with the 5 bay center passage plan becoming the model. Most of the structures along North Main Street followed this pattern. Major exceptions were the stick style Northeast Pennsylvania Railroad Station (27-006-094) built in 1891 and the 1908 firehouse (27-006-091). The firehouse is a curious mix of brick walls with a cast iron cornice and some of the characteristics of the Romanesque style but which also seems to have been derived from a cast iron manufacturer's catalogue.

8. Significance

Period	Areas of Significance—Check and justify below			
prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
X 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
X 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
X 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates: N/A Builder/Architect:

Statement of Significance (in one paragraph)

The New Hope Village Historic District is eligible for listing under criterion A as an important example of a nineteenth century canal and industrial town that has remained mostly intact into the 1980s. It is also eligible under criterion C for its significant collection of eighteenth and nineteenth century structures that help define its growth and development and which were influenced by local needs and tradition as well as by mainstream architectural tradition.

The New Hope Village has two distinct sides that were related but not mixed during much of its history. The village is most famous as a canal town. It is the Canal that helped maintain a large number of commercial establishments here and it is basically the Canal that continues to attract the tourists to the Village.

The Canal was in operation for exactly 100 years. The first boat passed through in 1832 and the last went through in October, 1931. During that time New Hope grew into a community of around 1,300 people. This would make it the largest community along the Pennsylvania side of the River between Easton and the communities further down stream. On the the New Jersey side, the City of Lambertville overshadowed New Hope as a result of its railroad connection to Philadelphia and New York.

The topography through New Hope also helped make the Canal of greater importance to New Hope than to other towns that it travelled through. As a result of the slope of the land and the deep depression that Ingham Creek creates, four locks had to be built and maintained through the village. In addition, there was a lock and rope ferry connection to the Delaware and Raritan Canal on the New Jersey side of the canal at Lambertville. This slowing down of the boat traffic through the Borough created an opportunity for local merchants to sell to what was in effect a captive audience. It was also the Canal and the resultant growth that led to the village being split away from Solebury Township and incorporated as a separate municipality in 1837.

The industrial community at New Hope Village had an existence apart from the Canal except that the mills relied on the Canal and railroad at Lambertville to transport its products. The industry provided employment for about 200 workers at its height. Borough directories during the last half of the nineteenth century as well as U. S. Census records show that employment was split between manufacturing and commercial activities with a smaller percentage employed on the Canal or Delaware River. The industrial community here was similar in most respects to that found by Wallace in his study of Chester Creek, PA. industrial communities as shown in Rockdale. The mills were dependent on a few industrialists and the jobs of the workers were dependent on them. Workers' housing was concentrated close to the mills while the owners lived at sites removed from the complex. The workers' dwellings were mostly owned by the mill owners, though a few of the more skilled employees were able to purchase their own house.

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The dwellings that were available to them were most often small row houses such as the Stoen Row (27-010-57-1 through 6) or the nineteenth century dwellings to be found on Mechanic Street (27-010-92 & 92-1) or (27-010-060 to 63). Most of these dwellings are vernacular structures that were built without attempts to make a stylistic statement.

In a similar fashion the canal company's buildings are utilitarian structures. Built to house lock tenders, the surviving examples (27-010-104, 177, 178 & 179) are two story masonry buildings that have been stuccoed.

The nineteenth century industrial buildings within the village were built by William Maris. The Union Mills (27-009-06) were constructed about 1817 and the Lepanto Mills (27-006-40 & 40-1) in 1820. The Union Mills were the most used of all the mill buildings in the village. They were enlarged continuously until they were closed in 1972. The original section is stone, which seems to be Maris' preferred building material. Subsequent owners added brick sections during the nineteenth century. The final addition was done by Union Camp Corporation in the mid-twentieth century. It is constructed of structural steel with metal hanging walls. The Lepanto Mills are five stories high and set into a bank so that at street level they appear to be three stories in height. The mill race was constructed so that it flowed through the building. This would enable the mill to operate all year round as water could flow under the winter ice and still drive the internal undershot wheel.

The mercantile community provided New Hope Village with its most elaborate buildings. The Bridge Street structures are mostly Federal or Italianate in design except for Maris' Delaware House (27-010-125) and the Queen Anne building (27-010-048) that was built c. 1885 on a portion of the lumber yard. Dr. Cook's dwelling (27-010-046) on South Main Street and the Johnson House (27-010-139) are good examples of the Second Empire mansard roof design. The Italianate Logan Inn (27-010-051) is one of the more interesting and largest examples of that style in the village.

When viewed together, New Hope's architecture was drawn from the popular styles from 1800 to 1880. Along with scattered eighteenth century buildings and a few twentieth century ones as well, the village is primarily seen as a solid, mostly masonry nineteenth century commercial and industrial town.

9. Major Bibliographical References

SEE CONTINUATION SHEET included in HISTORIC RESOURCES OF NEW HOPE BOROUGH STATEMENT OF SIGNIFICANCE, Item number 9, page 1

10. Geographical Data

Acreeage of nominated property 95

Quadrangle name Lambertville, N.J., PA.

Quadrangle scale 1:24,000

UTM References

A

118	5041000	4468290
Zone	Easting	Northing

B

118	5042600	4467700
Zone	Easting	Northing

C

118	5044800	4466440
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D

118	5043700	4466410
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E

118	5038100	4466620
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F

118	5036000	4467920
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G

118	5037200	4468100
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H

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Verbal boundary description and justification

SEE CONTINUATION SHEET

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title ANN NIESSEN and STEPHEN G. DEL SORDO, Historical/Architectural Consultants

organization NEW HOPE BOROUGH

date SEPTEMBER 13, 1984

street & number 41 NORTH MAIN STREET

telephone: (215)862-3347

city or town NEW HOPE

state PENNSYLVANIA, 18938

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature

title Larry E. Tise, State Historic Preservation Officer

date

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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Verbal Boundary Description:

Starting at a point on the south boundary of New Hope Boro/Solebury Township line and the east side of Main Street (River Road) moving north along the east side of Road for 4145.1 feet to Lot #27-010-109; then west along south side of Lot 27-010-12 for 975 ft; then northeast for 547.02 feet to southwest side of Mechanic street; then northwest along Street for 40 feet; then southwest for 606.25 feet; then northwest for 287.5 feet; then northeast for 512.5 feet; then west for 81.25 feet; then north for 12.5 feet; then northwest for 44 feet; then north for 383.65 feet; then southeast for 36.13 feet; then north along east side of Lot 27-006-27.2 for 266.7 feet; then west for 24.8 feet; then northeast for 78.97 feet to southside of T179; the southeast along south side of road for 417.45 feet; then northwest crossing road for 600.5 feet; then southeast for 122 feet; then south for 50 feet; then northeast crossing Chestnut Street for 225 feet; then northwest for 237.5 feet; then northeast for 175 feet; then southeast for 275 feet; then northeast for 250 feet; then northwest for 196 feet; then northeast for 178 feet; then northwest for 50 feet; then northeast for 166 feet crossing to east side of River Road; then north along east side of River Road for 160 feet; then northeast along northside of Lot 27-007-49 for 225 feet to west bank of the Delaware River; then south along west bank of River for 2048 feet; then west for 20 feet; then southwest for 52 feet; then northwest crossing Mechanic Street and along Lot 27-010-157 for 195.6 feet; then northeast along east side of River Road for 50 feet; then northwest crossing Road and behing Lots 27-010-94, 93, 92, 92-1, 91, 90-2 for 232.94 feet to east side of Canal; then southeast along east side of Canal for 988.12 feet; then southeast along lot 27-010-102-1 for 84.4 feet to west side of River Road; then southeast along Road for 175 feet; then crossing Road and east along southside of Coryell Street for 309.9 feet to west bank of River; then south along west bank of River for 4245 feet; then west along township/boro line for 425 feet to starting point.

STATES
OF THE INTERIOR
LAND SURVEY

SPRINGDALE H. D.

NEW HOPE VILLAGE
/ HISTORIC DISTRICT

