

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

1: Great tour - Review of Home of the Brave Tours, Honolulu, HI - TripAdvisor

Excerpt from Road Book of New Jersey: Containing Also the Principal Tours in the Adjoining States Dr. C. B. Holmes, Chairman Rules and Regulations Committee, Rahway.

Leave No Trace Hike Checklist: There may also be more essentials, depending on the season and your needs. Keep in mind that fluid loss is heightened in winter as well as summer. Many of our hiking areas feature interconnecting network of trails. Check out some map-reading basics here. Nuts, seeds, and chocolate are favorites on the trail. Be prepared for changing weather. Avoid cotton--it traps water against your skin and is slow to dry. If you are wearing wet cotton and must return to your starting point, you risk getting chills that may lead to a dangerous hypothermia. Check the batteries before you start out and have extras in your pack. Know how to use the basic components. A firestarter this could be as simple as leftover birthday candles that are kept inside a waterproof container and matches again, make sure to keep them in a waterproof container could save a life. Has the weather turned rainy? Did you drink all your water? Did your companion fail to bring rain gear? Are you getting tired? Keep in mind that until you turn around you are typically only half-way to completing your hike--you must still get back to where you started from! Exceptions are loop hikes. Check the weather forecast before you head out. Know the rules and regulations of the area. Prepare for extreme weather, hazards, and emergencies. Schedule your trip to avoid times of high use. Visit in small groups when possible. Consider splitting larger groups into smaller groups. Repackage food to minimize waste. Use a map and compass to eliminate the use of marking paint, rock cairns or flagging. Durable surfaces include established trails and campsites, rock, gravel, dry grasses or snow. Protect riparian areas by camping at least feet from lakes and streams. Good campsites are found, not made. Altering a site is not necessary. Concentrate use on existing trails and campsites. Walk single file in the middle of the trail, even when wet or muddy. Focus activity in areas where vegetation is absent. Disperse use to prevent the creation of campsites and trails. Avoid places where impacts are just beginning. Dispose of Waste Properly Pack it in, pack it out. Inspect your campsite and rest areas for trash or spilled foods. Cover and disguise the cathole when finished. Pack out toilet paper and hygiene products. To wash yourself or your dishes, carry water feet away from streams or lakes and use small amounts of biodegradable soap. Leave rocks, plants and other natural objects as you find them. Avoid introducing or transporting non-native species. Do not build structures, furniture, or dig trenches. Campfires can cause lasting impacts to the backcountry. Use a lightweight stove for cooking and enjoy a candle lantern for light. Where fires are permitted, use established fire rings, fire pans, or mound fires. Only use sticks from the ground that can be broken by hand. Burn all wood and coals to ash, put out campfires completely, then scatter cool ashes. Respect Wildlife Observe wildlife from a distance. Do not follow or approach them. Feeding wildlife damages their health, alters natural behaviors, and exposes them to predators and other dangers. Protect wildlife and your food by storing rations and trash securely. Control pets at all times, or leave them at home. Avoid wildlife during sensitive times: Respect other visitors and protect the quality of their experience. Yield to other users on the trail. Step to the downhill side of the trail when encountering pack stock. Take breaks and camp away from trails and other visitors. Avoid loud voices and noises.

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

2: Catalog Record: Good roads | Hathi Trust Digital Library

The Online Books Page Road book of New Jersey, containing also the principal tours in the adjoining states.

Wilcox, Historian The dam at Atco Lake must be taken in the context of the lake. Without the lake it serves no purpose. On the other hand, the lake relies on a dam for its existence. The old concrete bridge at the dam has the date on it. Some remember the swimming beach and dance pavilion. The Clement map shows a lake of some size. Susannah, born during ; Isaiah, born in ; Patience, born during ; and Mahlon, born in Cyclopaedia At that time, it was part of Evesham Township, but is now in Shamong Township. The principal occupation of the inhabitants of the interior, alongside mostly subsistence farming, was lumbering. Sawmills became a burgeoning industry in southern New Jersey due to the innumerable creeks providing a power source, and hard- and soft-wood forests. Typically, a millpond would be created with a leaky log or earthen dam. A millrace would draw water from the pond to give it five or more feet of head before driving an undershot waterwheel, which would provide the mechanical energy to run the mill. Settlers first arrived at Longacoming in Prowell confirms this information: Based on the foregoing, Marple presumably supplied lumber for the wooden buildings of colonial Philadelphia. He seems to have shifted his operations here, erecting the sawmill about on one of the parcels he purchased on 3 August After the French and Indian War , New Jersey suffered serious economic conditions and had more indebtedness than any other colony. When the assembly met at Burlington in May , there were evidences of depression. Writs of Execution, , Garwood vs. George Marpole, the father, died intestate in On 22 September , George Marple Jr. In the younger George married Theodosia Doey? Although he worked as a sawyer, George did not have the same entrepreneurial abilities as his father, and he constantly overextended his finances. In March , Joseph Ellis filed suit in court to recover his money. Mary Edmond and John Glover filed additional court actions against Marple; and the court issued two separate writs for his arrest. This indenture comprised the family farm by Big Timber Creek. Robert Friend Price died late in The executors of his estate pursued George Marple Jr. He appears in the Waterford Township tax lists for August of the same year Ratables. In a deed dated Mar. George appears in the tax lists for Waterford Township for June Ratables. Although his accumulation of debt did not slow down, it appears Marple did pay his taxes. By some means, on 19 December , Marple convinced Thomas Hodgson to lend him money. It appears Marple also attended this meeting and agreed to the terms Gloucester County Documents Collection, , 4 Affidavits. Desiring redress of their grievance, the creditors met again on 8 February and, by letter of attorney from more than twenty of them, they authorized Samuel W. Second, the Trustees purchased from Joseph Ellis all the lands, sawmills, and premises which Ellis had purchased from the sheriff. Hodgson apparently continued to be unhappy with Marple. This deed also contains the whole history of the case and has also been used for the background information described above Gloucester County Deed Book E: The mill, by , had passed from Donnell to Martin Gibbs and Company. George Marple died intestate on Feb. It shows a two-plus story building constructed in two parts: In its time, it functioned as the southern extremity of the Longacoming settlement.

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

3: Imlaydale Historic District, Washington Township, Warren County, Hampton, NJ,

Search the history of over billion web pages on the Internet.

The title page has: Fifth Edition based on the original editions compiled by Henry S. The League of American Wheelmen or L. The first Pennsylvania edition of the road book appeared shortly thereafter, but when is not known. The preface from the first edition is included here, but not dated. If published yearly, a first edition in is indicated; however, subsequent editions were not always published yearly, see below. This booklet has about numbered pages with directions for about the same number of routes, covering the states named in the title. Pages show information on the route from Philadelphia to Pittsburgh, and the bulk of the pages are like this. The information given includes: There are eight 4 x 6 inch maps attached to the back: A table of contents shows the list of routes, other sections include railroad information, topography, general riding advice, first aid, rights of wheelmen, an index. The title page says: The cover on this copy, shown at left, has been taped around the edges; the edition below shows what it really looks like. This page sixth edition is similar to the fifth edition above, but with fewer routes and maps. The layout of routes is illustrated by pages , which describe a couple routes out of Pittsburgh. There are 5 maps attached at the back: The larger ones are 7 X 12 inches, and the smaller half that. These maps differ from the previous edition and were prepared by G. The general information sections in the booklet are identical to the previous edition. This edition has about pages with directions for about routes and is very similar to the edition. The route directions are the same and a route from Chambersburg to Pittsburgh is shown here from page There are 6 maps attached to the back: All the maps, except the new map of Fairmount Park made by G. The title page has the full title of this League of American Wheelmen publication. This edition has about unnumbered pages giving directions for different routes covering Pennsylvania, New Jersey, and Delaware mostly. It is smaller than previous editions and the general information in those editions railroad info, topography, riding advice, first aid, etc. The route descriptions remain the same as Route 24 from Reading to Allentown shows. There are three maps at the back: Pennsylvania, Philadelphia area, and New Jersey. All the maps are 7 X 12 inches and are exactly the same maps that appeared in the and editions, so the Pennsylvania maps can be see above. As a change of pace, the New Jersey map is shown here at left. As well as fewer pages, the overall size is just slightly smaller than the previous editions at 3. Taylor, Philadelphia, Tenth Edition. There were four separate booklets in this edition as illustrated by the map on page Book 2 for the northeast, Book 3 for the central, and Book 4 for the western part of the state. There must have been a ninth edition in , but whether it included the wholesale redesign of this edition is not known. The discussion on pages is not clear on this, although it appears the changes originated with this edition. This 80 page booklet from the League of American Wheelmen contains 21 local maps as listed on the bottom of page The maps are accompanied by the same type of route descriptions as in previous editions as illustrated by pages In the front is a large 17 x 16 inch folded map of the Philadelphia region with routes in color. The title is on the southern section shown at left ; while the untitled northern section is on the verso. It was lithographed by G. Another major change with this edition is the inclusion of ads, which can be seen on some of the pages shown here. There is a companion book for the Western section shown below. This publication presents routes using maps only, without the tables of the previous editions, and no edition number is attached to this book. An explanation for this new presentation is given in the Preface. This page brownish cloth covered book contains about 80 pages of detailed road maps of eastern Pennsylvania, a few pages of Tours i. The east is divided up into the 35 separate maps illustrated by the Key Map at left. These maps are all similar to this Map 13 of the Reading area. A list of maps and explanation key are given on pages Road conditions are indicated and some rail lines also shown. This 84 page book with a green cloth cover is a companion to the one above. The west is divided into the sections shown on the Key Map at left. There are 71 pages of detailed road maps of Western Pennsylvania, a few pages with Tours you can take the same tours as the eastern book and town index. They are all similar to the Reading area Map 13

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

shown above. Stone, or winter, roads are shown in bold line, dirt or summer roads in lighter line, and the condition indicated as good, fair, or bad. Unreported roads are in light broken line. Rail lines are also shown, so the itinerant bicyclist can get back home. Copyright and This page red cloth covered book has about 90 pages of detailed road maps of eastern Pennsylvania and is organized like the edition, but expanded for the southeast as shown in the Key Map at left. The map changes are indicated in red and the changes are described in a short preface. The scale of some maps has also been increased, for example this map of the Reading area can be compared to that of above. Some of the eastern maps and all of the western maps are unchanged, and for the rest of the state the bicyclist is referred to the editions. Mendenhall, Map publisher, illustrator and engraver. There was an E. Mendenhall publishing maps of Ohio as early as and this is likely the same family. They began publishing biking guides, and the early booklets like this have a picture of a bike rider rather than an auto. This atlas has 16 pages of route directions for numbered routes listed on the large fold-in map at the back; Mendenhall created his own route numbers. Numbered routes are in red on the map and other routes in black. The map has the same title as the booklet and is copyright , by C. Mendenhall; so there may have been a edition of this booklet, but probably not. The booklet material is copyright ; and the map has been seen alone without a booklet. It differs from this one and was made for cyclists. The large Pennsylvania map is 18 x 32 inches and the city maps take up the rest of the 28 x 38 inch sheet. The back of the booklet has a list of other state maps available for the use of "touring automobilists, cyclists and wagon-road travelers. Published by the Class Journal Company. Under the exclusive endorsement of the American Automobile Association. This page book has detailed driving directions for hundreds of numbered routes. The front has a northeast map, at left, with the routes covered. The directions are interspersed with small maps and ads. Pages , describe the route from Erie to Pittsburgh, followed by a description of the towns of Cambridge Springs and Meadville with maps. At the front is a scope and use statement , along with an ad for the White steam auto See below. The blue books and AAA began around , possibly as a periodical; and yes, the early ones like this had blue tinted pages. This page book covers the mid-west but includes western Pennsylvania as the route map at left shows. This edition differs somewhat from the version; there is no large map. Detailed driving directions for many numbered routes are interspersed with small maps and ads. Pages describe the route from Erie to Buffalo with a map of Erie. This particular booklet has page numbers running from to The White Company of Cleveland manufactured steam motor cars from about to They issued a set of route books which described numbered routes between major cities. The Introductory is rather interesting. The sole map in the book, at left, shows the routes covered in this issue. Route Number 42 from Harrisburg to Gettysburg on pages is shown here. The cover photo shows a car crossing Raccoon Mountain near Chattanooga. This booklet has page numbers running from to and the double page map shows the routes covered. One route runs up to Niagara Falls, which is where the car on the cover is sitting. A tortuous Route Number 69 from Pittsburg sic to Cleveland requires 6 pages of prose to describe: This booklet has page numbers running from to , and the route shown on the map from New York to Richmond, and Staunton to Atlanta. The route crosses the Delaware at Trenton and runs down to Wilmington.

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

4: Barber Motorsports Park - Wikipedia

Get this from a library! Road book of New Jersey: containing the principal tours in the adjoining states, New York and Pennsylvania. [F H Taylor; League of American Wheelmen.

The government prepared geological and topographical survey maps starting in the 19th century and many included roads. By detailed survey maps were available for most northeastern states, and were used by commercial vendors as the basis for their own maps. However, systematic mapping of Pennsylvania roads and the installation of route signs by the government did not occur until the auto arrived. Automobile road maps were preceded by bicycle maps. Back then it was not clear if bicycles or automobiles would dominate and road improvements were made as much for bicycles as cars. Prior to , the demand for good road maps came from bicyclists. From around to , automobilists and bicyclists vied for control of the roads, and from on the automobile had won out. The first automobile road map in the United States is generally credited to the Chicago Times-Herald newspaper, which printed a route map in for a race they sponsored from Chicago to Waukegan, see Ristow or Yagoda. The 19th century county atlases produced by publishers like Beers, Everts, Caldwell, etc. This is one of the earliest maps of the old National Road across southwestern Pennsylvania. Many towns are shown, including W. Alexandria, Washington, Union town in heavier type. The first edition appeared in , but the edition had 12 regional maps including this one. The act was signed by President Jefferson who appointed the first commissioners. It was planned as a way to tie the states being created from the old Northwest Territory, Ohio, Indiana, Illinois, Michigan, into the east. Construction began on the section west from Cumberland in . By coaches were running between Washington and Wheeling. In construction came to a halt due to a financial panic. In a bill for repair of the road and authority to collect tolls passed the Congress, but was vetoed by President Monroe. He held that Congress did not have the right of jurisdiction and construction, but Monroe also recommended a national system of internal improvements. There is a National Road Museum in Zanesville, Ohio, and many books have been written about the road. No Longitude, blank verso. Member of the Board of Intl. William Tell Poussin Capt. This long, narrow map shows roads from Philadelphia west into Delaware and Maryland. Only eastern and western sections including Pennsylvania are shown here; about one third of the map includes the state. The date given is that of the resolution and the map was published around the same time, but exactly when is not known. By William Duane, Esq. The first two chapters on pages 13 , , and are shown here. From surveys and records by H. This is the earliest map seen labeled as a "driving" map, though only stages and buggys were driven then well, and locomotives and boats. It includes the city, adjacent New Jersey, and much of Delaware and Montgomery county. This map is quite detailed, showing hotels, businesses, streets and roads, and railroads. It is surrounded by scroll work similar to that on Mitchell or Colton maps from this period. The map was originally folded and either had a cover or was an insert into a book. It is printed on thin paper and hard to handle without tearing, so hardly appropriate for busy drivers. Smith, 27 South Sixth St. The map covers Philadelphia and the inner areas of surrounding counties including New Jersey. Views of the title area and southwest section of the map are shown here. At this large scale, turnpikes i. This is a later version of the R. Smith worked for Barnes and took over his business around . Based on the original edition compiled by Henry S. This is a road map booklet of about numbered pages giving directions for about different routes covering the states named. Information provided includes distance between points, material of road, grade of road and condition at its best, turning directions. There are 8 maps attached to the back: The maps are about 5 x 8 inches. The cover is a leatherette material. These large scale local maps were prepared mostly from government survey maps, but also from the personal observations of the surveyors, salesmen, and sketch artists selling the county atlas subscriptions. Cherry Tree, shown at upper left and originally called Canoe Place, was a boundary point for the Purchase Line of and there is a large commemorative monument there near the river. Here is an example of a pre-auto road map in the form of a local county map. It is inset with an index of towns and looks

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

similar to a map that might have appeared in a county atlas. The map folds into an attached gray heavy paper cover with the title above and below the vendor L. Herr, Books and Stationery, Lancaster, Pa. The main roads out of town are marked in red. This booklet resembles the edition shown above. There are six maps attached to the back: The larger maps are 7 x 12 inches and the smaller half that. Saturday, August 10, Published by the Canonsburg Cycle Club, W. This is one sheet folded in two and printed on the four sides to make a booklet. One side contains the road map of the race which runs from Canonsburg through Gretna to Washington Pa. All printing is in blue ink. The inside pages include the rules and an entry form. The first prize Rambler Roadster is likely a bicycle and not a car. Written and illustrated by Frank H. Taylor, South Fifth Street, Philadelphia. This is a road map booklet for the city area. The map is printed on both sides and is very similar to the map in the book below, as shown in this Map Image. Published by Frank H. The verso shows western Philadelphia with part of adjacent counties. Servoss, 9 to 15 Murray St. There are two 9 x 28 inch strip road maps copyright by Servoss in this folder. One is pasted on the back cover and shows a route to Plainfield through New Jersey. The other map is pasted on the front cover with the title above. It shows routes from Philadelphia to Trenton running up both sides of the Delaware River. An included sheet contains hand written route notes for a bike ride in League of American Wheelmen, a bicycle club. This is an 84 page cloth cover book containing 71 pages of detailed road maps of Western Pennsylvania, a few pages with tours you can take i. There is a similar book for the eastern section of the state, see in Road Maps. Stone called winter roads are shown in bold line, dirt or summer roads in lighter line. Rail lines are also shown, perhaps so the bike rider can get back home. Bicycle maps were a forerunner of automobile maps and were actually better than the early auto maps because they showed more detail and more care was taken in their preparation as they were made specifically for club members. The map shows all of Philadelphia and the inner parts of surrounding counties, including New Jersey. The street names and roads for bicycle riding are marked in red. The image shows just the western suburbs of Philly and the paper cover the map folds into.

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

5: Catalog Record: New roads and road laws in the United States | Hathi Trust Digital Library

Excerpt from Road Book of New Jersey: Containing Also the Principal Tours in the Adjoining States Dr. C. B. Holmes, Chairman Rules and Regulations Committee, Rahway. Fred. Fred. Keer, Chairman Racing Board, Newark.

The white coating on the north end of the Van Campen house end wall has been applied to show where a kitchen wing was once attached. The reason for this reversion is the deauthorized Tocks Island Dam project that forced most land owners in the area to sell out and move away. The resulting reservoir would have eradicated all traces from a millennium of human experience in these valleys through which the Old Mine Road travels. The stories remain for us to uncover. A glance down a lane entices our imagination; a peek up the hill rouses the explorer in us. You could spend years sorting out an endless trail of impossibly intricate clues chronicling a thousand tales along the road. A good place to start? At the intersection with Pompey Road, bear left onto the gravel road, crossing a small stream and continuing beside Walpack Mountain to your right. To explore the inn and the area around it, pull off Old Mine Road into the parking field across from the inn. Despite its name, the Van Campen Inn was never really used as an inn, at least not as we know them today. The Rosenkrans family began farming in this area around 1750. In 1750, Harmon sold the property and house to his brother in law, Isaac Van Campen, who probably then built the larger main house that we see today. In 1750, the kitchen wing was torn down but its outline is still visible on the end wall. There remains some disagreement, however, about which wing was actually built first and by whom. DeWitt, who then moved in. The barn was destroyed by fire in 1750. Over the years the inn has suffered various problems with its structure. In the 1750s, most of the front wall and one end wall were completely dismantled, a new foundation constructed and the walls rebuilt with the original stones. Today the Walpack Historical Society uses the inn as a museum and conducts tours on certain weekends during the year. Until the 1750s another house stood on the knoll behind the Van Campen house. In 1750 a second house, the Hull house, was built on that site, possibly using the original foundation. Some years later a third home, later called the Schnure house, replaced the Hull house. Except for traditional local stories, very little is known about these forts. However, an existing 1750s letter and map by Jonathan Hampton indicated a fort here, by the Van Campen house. In 1750, in preparation for the Tocks Island dam project, the Corps of Engineers obliterated most of the site on the knoll. In 1750, an archaeological study seemed to uncover a series of post moulds indicating a stockade, but later digs failed to uncover artifacts that would prove any 1750s activity on the site. Although the house is gone, ruins of the cow barn foundation can still be seen today. There is other evidence that a headquarters fort existed at this place, but since there is no proof the fort was ever built as sketched on the map, there remains the possibility that the fort was the Van Campen house itself. Ruins of a stone foundation that once supported a cow barn might also be all that remains of a portion of Fort Johns. In 1750, during the French and Indian War, the Van Campen house sheltered people from the threat of Indian attack. In December 1750, General Gates stayed here with his colonial troops enroute to the upcoming Battle of Trenton. Casimir Pulaski, a Polish count assisting America in its fight for independence, brought his brightly uniformed cavalrymen down the Old Mine Road and wintered here for two months. About 100 yards or so from the house you will see a marker for Old Mine Road on the right and you will pass by a lane leading up the hill also to your right. You will return here shortly. Continue walking another few hundred yards to the Rosenkrans monument on your right. John Rosenkrans owned a large tract of land here that extended over the mountain from Walpack Center to the Delaware River. He donated a tract of land near this monument for church use. During the French and Indian War he was a captain in the local militia and was a colonel during the Revolutionary War. It was his house that was probably fortified as part of Fort Johns. Near the Rosenkrans monument is an ancient cemetery that was used for burials prior to the Revolution. The deed for this 7. This tombstone marks the grave of Mrs. Anna Symmes, mother-in-law of U. To the left of the Rosenkrans monument is a trail leading up the knoll. Follow that to the cemetery on the top. This is the Symmes Burying Ground, best known of these old cemetery lots and containing mostly small, unmarked

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

gravestones. Among others, members of the Rosenkrans and Van Campen families are interred here. Although it is claimed there are older undated stones here, the oldest dated stone is the carefully lettered gravestone of Mrs. Anna Symmes, which has been referred to for decades. She died July 25, ; the same month America declared its independence from England. Her presence here is noteworthy for two reasons: Return down the knoll to the Rosenkrans monument and head back down Old Mine Road the way you came for a hundred yards or so to the small Clark cemetery on your left. This smaller burial lot is easily missed, and one wonders why it was isolated from the main cemetery on the knoll. Only a few crude fieldstone markers seem to be here, the burials being those of William Clark, some DeWitts, and Caroline Rosenkrans, ranging from to An local history book places the old Shapanack church somewhere here in the lower cemetery lot. The old church was erected before the Revolution and was built of logs in the shape of an octagon. The church was in ruins by Now just a wide grassy trail leading to Walpack Center, this former road is more than years old, having originally served as a colonial military supply road for forts along Old Mine Road. Continue walking back toward the Old Mine Road marker, to the lane leading up the hill on the left and then head up that lane which is now called the Military Trail. This old road was little more than a wagon trail years ago when it was used as a colonial military supply route from Elizabeth Town to the Fort Johns headquarters. Eventually this old road was called Walpack Center Road and was used until it was closed in the s. Now it is just a wide trail, another example of how this area is slowly reverting back to its more natural state, resembling what it must have looked like to our ancestors. The farmhouse site was on the flat area to the right and overlooked the Van Campen house below. Somewhere over there is where Fort Johns might have once stood. As the trail flattens out, about yards from the beginning, stop at the two gravestones on your left. A field will be to your right. There are no bodies buried under these gravestones. Oddly, the stones were found along the river near here in the s, but the location of the graves they were meant to mark is unknown. The stones were placed here because Moses Hull, one of the names on the stones, once owned this property. The accompanying stone was for his son, Victor. Various members of the Hull family owned this farm from at least the s until the s. Retrace your route back to the Military Trail and turn right. Walk about yards toward the mountain; a meadow will be on your left. Over a small rise and near the edge of the meadow look for a low stone wall on the left about 10 yards before a steep streambed. Follow the path about 60 yards into the woods where it will turn right and head up a low flat-topped rise. Possibly buried here are slaves and later free African Americans. The burial of an African American woman was witnessed here in the s by a white diarist. Van Campen farm owners Isaac and the DeWitts also had slaves, so it makes sense that this cemetery might have been used for slave burials. Since New Jersey abolished slavery in , freeing any remaining slaves, it is more than likely that freed African Americans who stayed in the area could also be buried here. It is claimed that somewhere deep in the woods across the trail from the cemetery are the ruins of a cabin that might have been used by a few slaves. Whether these were still slaves or freed people is uncertain. Very likely there were African Americans living around here long after the slaves were freed by law. At this point you can continue hiking another mile over the mountain to Walpack Center or return to your vehicle to continue along the ever-fascinating Old Mine Road.

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

6: West Jersey History Project - Articles - ATCO LAKE AND DAM - David Wilcox

New Jersey at www.enganchecubano.com ISBN/UPC: Save an average of 50% on the marketplace. Product Details for Road Book of New Jersey, Containing Also the Principal Tours in the Adjoining States by League Of American Wheelmen.

Track[edit] The park, which opened in , has a turn, 2. The track is 45 feet wide and is designed to be run clockwise. The layout is compact, with elevation changes of more than 80 feet. Two cutoff turns, which are barricaded when not in use, allow the track to be shortened for testing sessions or promoter events. During the off season, much of the track surface was ground using a diamond grinder. The area outside of the front stretch, bounded by the track on three sides, is occupied by the multi-level paddock. The track does not have permanent grandstands. The main spectator area is along the back stretch, between turns 8 and 11; here spectators can watch from embankments, or from temporary grandstands erected for race weekends. From this area, most of the course, except for Turns 2, 3, and 13, is visible. Additional spectator areas are outside of Turns 2, 3, and An event-related RV park and camping area is located atop a hill behind the paddock. There is generally no spectator access to the infield. However, an entryway underneath the course at Turn 12 allows emergency and maintenance vehicles to access the infield area. It serves as the home of the Porsche Track Experience. Barber is noted for its landscaping and greenery; the track has been referred to as "The Augusta National of Motorsports". The 14 acres 5. Located on the hill overlooking the proving ground is a two-level, square-foot building that provides rental space for meetings, luncheons, product introductions, and seminars. Two multi-use garage units totaling 16, square feet also stand in the vicinity of the Barber Proving Grounds. Other uses of the motocross include product introductions by off-road vehicle manufacturers. The vehicle off-road course at Barber Motorsports Park consists of approximately seven miles of trails confined to a acre site adjoining the Barber Proving Ground. It can be configured into different layouts and is also multi-directional. The trails have varying terrain and provide moderate-to-extreme elevation conditions. Natural features such as water, rock, and bridge crossings have been incorporated into the trail system. Consisting of unique obstacles for off-road vehicles and ATVs , the obstacle course is a 2. There is an observation deck bordering the obstacle course for people to view the course below. Seasonal Activities[edit] Garden club park tours take place at Barber Motorsports Park year-round and utilize an open-air tram and tour guide. The tour, which is free for garden groups, starts off in front of the Barber Museum. Sculpture[edit] The infield of the track has a number of large sculptures, including a series of large steel spiders and dragonflies created by artist Bill Secunda , a pair of lions , and a sisyphian figure pushing a boulder. Another art commission by Hendricks is located at the nearby Birmingham-Shuttlesworth International Airport. Standing in front of the Barber Museum are three stainless steel monuments by sculptor Theodore Gall , called The Chase. The Gall installation took over a year to create and collectively weighs close to five tons. Barber Vintage Motorsport Museum[edit] Barber Vintage Motorsports Museum George Barber had a serious interest in vintage motorcycles and recognized that there was no museum that reflects the history of motorcycles around the world. It opened to the public in its original Southside Birmingham, Alabama location in After the success of The Art of the Motorcycle, Barber set out to create a unique facility complete with a track. The museum contains more than 1, vintage and modern motorcycles and racing cars. It is considered the largest motorcycle museum in the world, [10] as well as the largest collection of Lotus race cars. More than motorcycles are on display. They come from 16 countries and represent over different marques from as far away from the US as Australia, New Zealand, and Sweden. Motorcycle stack display in Barber Vintage Motorsports Museum.

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

7: Early Road Maps of Pennsylvania

Buy Road Book of New Jersey, Containing Also the Principal Tours in the Adjoining States by League of American Wheelmen New Jersey at www.enganchecubano.com ISBN/UPC: Save an average of 50% on the marketplace.

Portions of the content on this web page were adapted from a copy of the original nomination document. The hamlet exemplifies the smallest of the agglomerate settlements that proliferated throughout the region in the 18th and 19th centuries to serve its dispersed agricultural population, but whose growth was arrested when they were by-passed by 19th century transportation improvements. The industrial significance of Imlaydale stems from its grist mill whose history is representative of that of the small-scaled water-powered industry once characteristic of the region. Significance in the area of politics and government stems from late 19th century owner of the mill complex, Peter Cramer, who was active in local Republican politics and held public office on both the state and local level. Overshadowed by neighboring communities with those advantages, Imlaydale has not grown since the middle decade of the 19th century. As a result Imlaydale has managed to preserve much of its 19th century character. The distinctive historical character of the hamlet results from the survival of these buildings, their clustering around the focal point of the grist mill, and their juxtaposition with the surrounding open countryside. Collectively they possess architectural significance. Of individual note are the c. While Imlaydale developed as a mill hamlet in the 19th century, its origins can be traced to the initial European settlement of the Musconetcong Valley in the second quarter of the 18th century. Relatively few of the earliest settlers were freeholders, and perhaps even less commonly were West Jersey proprietors among the pioneers. The pioneer settler at Imlaydale, however, was English-born John Bowlby who by inherited proprietary right acquired title to several thousand acres in the Musconetcong Valley in the s. According to family genealogists, John Bowlby c. This inheritance, supplemented by his own purchase of a fractional proprietary share, entitled Thomas Bowlby to thousands of acres of land in West Jersey, including parcels previously surveyed and allotted to Samuel Barker and rights to unallocated land. His will devised substantial lands in West Jersey to his children. Through references to his place of residence, deeds also suggest that he moved from Burlington to the Musconetcong valley in A resurvey indicates that the land on which he settled encompassed over 5, acres and stretched northward from the Musconetcong River across the fertile limestone valley and over Pohatcong Mountain into the next watershed. Besides rich agricultural soils, the tract contained a valuable mill site. It was the first house built there. While John Bowlby may have erected a grist mill at Imlaydale, no record has been found of any mill there before As a large landowner, John Bowlby must have been a man of some position and influence in the community. This is perhaps reflected in the choice of the name of Mansfield Woodhouse, the English town from which the Bowlbys came, for the new Sussex County township created in from the central portion of the Musconetcong Valley. John Bowlby and his wife Mary conveyed the church lot and graveyard to the congregation in After the resurvey Bowlby evidently disposed of much of his Musconetcong Valley land. Several tracts were conveyed to his three sons who settled in the neighborhood; other parcels apparently were sold to local farmers. According to the account he "sold hundreds of acres of land for 2s, 6d. In fact, the inventory of his "goods and chattels" made after his death in totaled about 60 pounds, certainly a substantial amount for the period in rural Sussex County , but hardly what one would expect for an individual who had once owned several thousand acres. Except for two cows, the inventory includes no mention of any items relating to the operation of a farm or mill, suggesting that upon retiring in old age he had disposed of his stock and tools. Division of the property evidently occurred by , and the homestead at Imlaydale formed part of the share allotted to Samuel. He presumably was a farmer and, like his father, had considerable land dealings, selling portions of his property and in later life at least leasing much of the remainder. He also evidently built or rebuilt the grist mill at Imlaydale. A family genealogy makes reference to an quit claim deed which apparently was not recorded from Samuel Bowlby to Henry Dusenberry, a merchant and landowner at New Hampton, and to an agreement between the two "to build and operate a mill

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

in partnership. Like his brother Thomas and uncle Richard, Samuel Bowlby held local township office, serving as tax collector for one year in . He also served as a private in the Revolutionary War. He and his wife, Elizabeth Dunn, had six children, most of whom married and settled in the neighborhood, although two sons may have moved to the west for a time. The division and sale of his real estate ordered by court-appointed commissioners was opposed by several of the heirs, and a state Prerogative Court case was instituted to settle the matter. Testimony presented to the court indicates that several of his children and grandchildren lived on the two properties at various times and that four of them were in residence in . High bidder for the two-acre mill lot was Dr. William Clark , a young physician recently settled at Belvidere , the seat of newly formed Warren County. Clark, who also acquired the "Point Mills" several miles upstream from Imlaydale, evidently supplemented his successful medical practice by investing in mill properties. That he made improvements to the mill could explain the large price increase, Regardless of what if any work was done during his ownership, Clark must be credited with naming the community in honor of his mother who was born Margaret Imlay. Stewart is said to have built a house upon his acquisition of the property. This probably was the stone house which stylistically can be dated to around that time. Unlike Clark, Thomas G. In Thomas Stewart and his wife sold about 80 acres of their Imlaydale property, including the mill lot and adjoining parcels, to Isaac N. Carpenter who later that year sold the small house lot and the adjoining store to Samuel Garrison. Carpenter retained ownership of the remainder of the property until when he sold it to Noah Cramer who proceeded to enlarge his holdings by the purchase of an adjoining acre parcel from the executors of Sarah Hess in . Noah Cramer had engaged in milling at several locations before acquiring the Imlaydale mill and farm. He operated both enterprises until , when he sold the mill and about 10 acres of land to his son Peter, and thereafter continued farming. The grist mill was rebuilt by Peter Cramer who successfully carried on the business for over thirty years. The Cramers completed their land holdings at Imlaydale by the purchase from former merchant Marcus Wells of the store property in and the adjoining house lot in . Noah Cramer retained ownership of the acre Imlaydale farm and the stone house until his death, after which it was sold to a local farmer, William Miller. That the middle decades of the 19th century were a prosperous period for the Cramers and Imlaydale is attested to by the building which occurred then. Cramer" on the site. The Valley Church parsonage was erected between and on land owned by Noah Cramer and later conveyed to the congregation. The large bank barn whose small ell was its only section to survive a recent fire, was either built by Noah Cramer or by William Miller after his acquisition of the Imlaydale farm in . That this development pattern, which remains unchanged today, had occurred by is clear from the depiction of Imlaydale in the Hunterdon County atlas. While the store appears to have been discontinued by the s, the mill business thrived. In the water-powered mill, still operating with a labor force of three, utilized 30 horse power to run machinery which included four runs of stones, three bolts, six elevators, three screens, and one hulling stone. Cramer continued to make improvements to the mill; in the s he installed "new process" machinery and made the mill, according to his obituary, "one of the best in his part of the state. Peter Cramer had other business and political interests. He helped found two local banks and served on the Boards of Directors of both for many years. He also was active in Republican politics as one of the principal organizers of the local party in , as a delegate to many party conventions, and as a state and local office holder. Upon his death in , the mill property at Imlaydale was inherited by his son Samuel who had much less success in the business which probably is explained partly by his own improvidence and partly by dislocations in the flouring business whereby small local producers could not compete with large operations using cheaper mid-western wheat. By the early s, Samuel Cramer was bankrupt, and after his death his trustees conveyed the mill property together with the "large homestead dwelling" and other appurtenances to William W. The Supplees operated the mill as a feed business for many years thereafter and it remained in the hands of the family until . Improvements were made to the road section by section over the course of several years, and in , the first year in which the State Road Department "had a voice in th design and construction of highway bridges," a new state-aid bridge was built just west of Imlaydale to carry the relocated road over the Musconetcong River. Officials certifying its completion in

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

accordance with plans and specifications were county engineers Grant Davis Hunterdon County and F. Salmon Warren County and state inspector James W. The bridge remained in use until the s when a concrete slab replacement bridge was built along side of it in conjunction with the construction of State Route 30 present-day Route Imlaydale exists today as a largely residential community whose 19th century rural character and setting survive substantially intact. Despite increasing development pressure in the Route 31 corridor, much of the agricultural land surrounding the community remains open. Historical Collections of the State of New Jersey. A Gazetteer of the State of New Jersey. Route 31 from Traditions of Hunterdon County. Morrow, , originally published as a series of articles by Jacob Magill entitled "Traditions of Our Ancestors" in the Hunterdon Republican in Origins and Settlement Patterns. Rutgers University Press, The Musconetcong Valley of New Jersey. Archives of the State of New Jersey: Documents Relating to the Colonial. First Series, 42 vols. State of New Jersey, Report of Water Supply. Murphy Publishing Company, County Atlas of Hunterdon, New Jersey. County Atlas of Warren, New Jersey. Hunterdon County, New Jersey. Genealogical Society of New Jersey, Map of Warren County, New Jersey. Philadelphia; Friend and Aub, Monographs, Pamphlets and Periodicals: Swett , San Francisco, California. Montclair, NJ, May 1911 Arranged Hunterdon County Inventory Books.

8: Browse subject: Vineland (N.J.) | The Online Books Page

Road book of New Jersey, containing also the principal tours in the adjoining states Paperback - 31 Aug by League of American Wheelmen.

9: Princeton, New Jersey - Wikipedia

Buy Road Book of New Jersey, Containing Also the Principal Tours in the Adjoining States by League of American Wheelmen N. Catalog] (ISBN:) from Amazon's Book Store. Everyday low prices and free delivery on eligible orders.

ROAD BOOK OF NEW JERSEY, CONTAINING ALSO THE PRINCIPAL TOURS IN THE ADJOINING STATES. pdf

Summer energy concerns for the American consumer Asterisk the definitive guide espa±ol Cbse 12 question paper 2017 Finding Your Soulmate Without Losing Your Head Interest rate parity theory with examples Gabriel taye 911 calls autopsy report Missouri, mourn with me The Official Patients Sourcebook on Adrenocortical Carcinoma S gratis de dionisio ridruejo Nylon kayiru Can Africa survive? Hanging tree picture Breakfast epiphanies. Pobblebonk Reading 3.6 Franks Pranks Going beyond the theory/practice divide in early childhood education Color charts: selecting learning activities The History Of The Military Occupation Of The Territory Of New Mexico From 1846-1851, By The Government O Exposition of I II Samuel High energy physics book A Gaia Busy Persons Guide to Crystals Jean-Jacques Rousseau, musicien. The miller and milling engineer Canon s3 is manual The myth of uniform plant performance Economics cengage learning 2nd edition Ecological native Practicing safer spirituality : changing the subject and focusing on justice Marvin M. Ellison Proceedings of the XVII RCNP International Symposium on Innovative Computational Methods in Nuclear Many- The vampire ghost ofGuadalajara Scan sheet music to midi Rigid urethane foam processing handbook Vendaval Jennifer Barber Nomadic cultural tradition Lippincott nclex rn 8th edition Pt. 3. Consciousness and multiple personality, by B. Sidis. Scripture Study Book Patriotic holidays Warriors a vision of shadows book 4 Simplified chemistry viraf j dalal class 10 Current trends in psychology