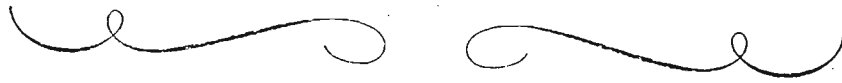


MANCHESTER

LAKEHURST



## ACKNOWLEDGEMENTS

The Manchester, Lakehurst survey was conducted by Marilyn Kralik. The project staff and the Ocean County Cultural and Heritage Commission would like to acknowledge the cooperation of the following citizens who provided information that aided in the preparation of this report.

William Dewey

Edward Larrabee, St.

Elinor Larrabee

Pauline S. Miller, County Historian

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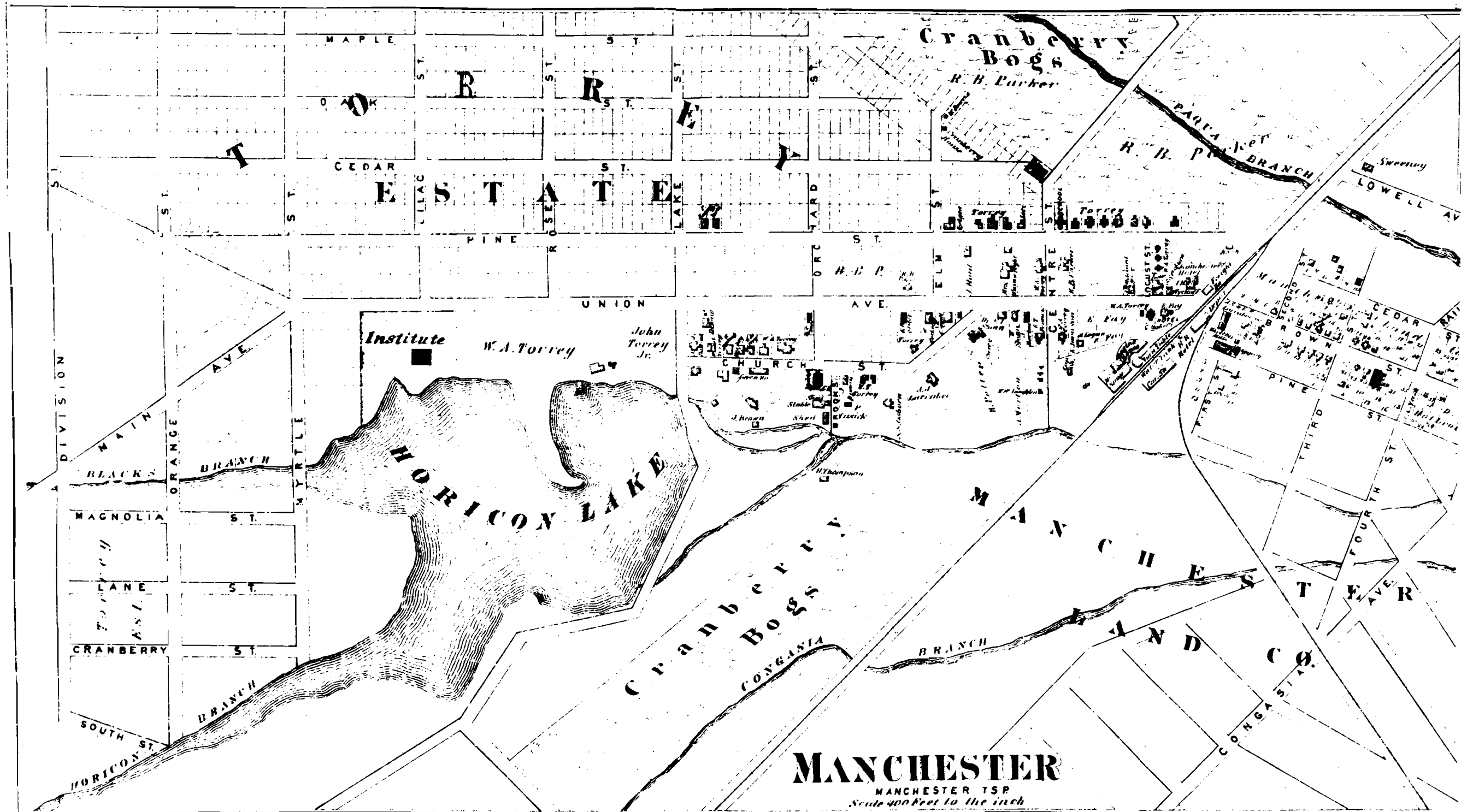
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State and National Register of Historic Places Recommendation

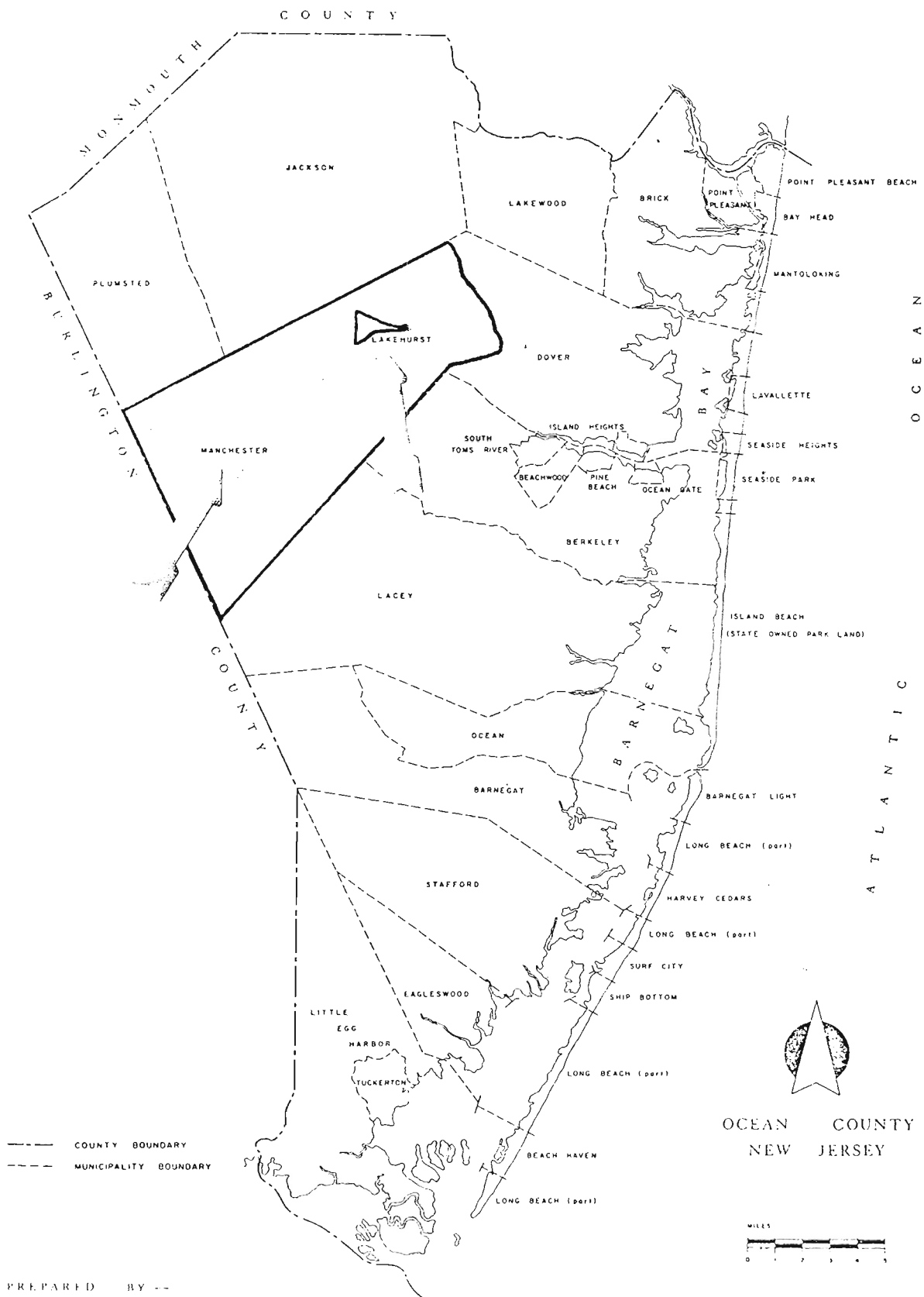
State and National Register Historic Sites  
Hangar No. 1 (Lakehurst Naval Air Station) Route 547, Manchester  
National Historic Landmark

Appendix

Maps



BEERS, COMSTOCK & CLINE  
1872 MAP  
COURTESY: PAULINE S. MILLER



Ha  
Natio  
Landma

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Manchester  
Municipal Code 1519  
Survey Form Site





## MANCHESTER - LAKEHURST

Near the end of the nineteenth century, one of the most significant spots in Ocean County was the interior village known as Manchester. It was the seat of a powerful family empire and had been a near-contender for County Seat as well; it was also a successful industrial center, with close access to three railroads. The village proper was further linked to a handful of agricultural communities, which provided sustenance for Manchester's fashionable "winter resort" season.

Today, two separate municipalities quietly coexist in the pines, in the shade of their former shared glory: the 82.3 square mile tract which is still known as Manchester Township, and its 1.16 square mile internal counterpart - the old village center - which has been politically separate since the 1920s and which is now called Lakehurst. Of the two, Lakehurst is the better known, primarily because of the naval air station that is located there. But deep historical ties bind each municipality to the other, irrespective of later political division.

Settlement is known to have taken place in Manchester in the 1760s,<sup>1</sup> at a time when the area was still part of Monmouth County and was known as Shrewsbury Township, only later becoming Dover Township. As elsewhere in the Pines, an abundance of timber and ready water power led to the early establishment of sawmills. According to Ocean County historian, Pauline S. Miller, there had been at least seven sawmills at one time along the Davenport Branch of the Toms River,<sup>2</sup> and some of the earliest have been documented: Ridgway's Mill, in the present Ridgway area,<sup>3</sup> before 1841; Matt VanHorne's in 1749; and Zeb Collins' in 1800.<sup>4</sup> Many of the sawmills continued successfully into the late nineteenth century, and each seems to have



acted as a nucleus for later settlement in the area. Place names today preserve the memory of this industry.

A more dramatic form of industry was to sweep Manchester after the Revolutionary War, and that was the processing of native bog iron, which led to the establishment of forges and furnaces as well as to the birth of an important subsidiary industry, the making of charcoal with which to fuel the furnaces. This was a motivating factor in the settlement of much of South Jersey. In Manchester, two major forges flourished in the early part of the 19th century.<sup>5</sup> Although there is some dispute on this point,<sup>6</sup> there is evidence that the Lower or Martha Forge, "on a tract of land some distance below Horicon Lake and a short distance east of the present village of Lakehurst"<sup>7</sup> was constructed prior to 1815, and was destroyed by fire and subsequently rebuilt as Phoenix Forge and Furnace, existing until some time before 1855. More significant was the earlier Federal Forge and Furnace (also known at various times as Wright's, Dover, and Manchester Furnace) which was the first to be established in Ocean County. It was built by David Wright and Caleb Ivins in 1789, on the shore of Lake Horicon (which was briefly re-named Federal Pond in response to the patriotic sentiments of the time.) It was this enterprise that was assumed by William Torrey, Manchester's principal entrepreneur, in 1841, along with the seeds of the village's first planned settlement. We are told that the forge itself was responsible for the erection of a sawmill, fourteen or fifteen log dwellings for the workers, and a relatively spacious frame house for the manager, as well as for a strand of planted buttonwoods and white pine trees --<sup>8</sup> characteristic "souvenirs" of man's interference in the natural ecology of the pine barrens. This village is also noted in Barber and Howe.<sup>9</sup>

It is worth remembering that David Wright, mentioned above, was an acclaimed Tory and it is probable that most, if not all, of his workers were of British nationality as well. Many refugees from the Revolution are known to have invested in Pineland enterprises, where a low profile could be easily maintained, rather than fleeing to Canada and thereby losing all rights to their American wealth.<sup>10</sup> It was the British background of David Wright's son, Samuel G. Wright, that chose the name "Manchester" for the little village, in hopeful emulation of England's industrial city. It was also certainly a British fellow-feeling that brought William Torrey to the area.

William Torrey, Sr., was born in 1798, and at the time of the Manchester acquisition, is known to have been a New York City businessman. He was of English descent, and his wife -- Adeline Whittemore Torrey -- was the daughter of a wealthy British banker; it is said that Mr. Whittmore disapproved of his daughter's marriage. This is significant in that the Manchester purchase is said to have been in her name, rather than by or for her husband. There is a close correlation between the Torrey land which was purchased in 1841 and land which is designated on the so-called Brinley map in 1838 as the lands of the Monmouth Purchase Company, containing 26,642 acres. The 27,000 acres which Torrey did acquire conforms very nearly to the outlines of Lakehurst today.<sup>11</sup>

William Torrey has been termed "the King of the Pines" and his ambition seems to have been that of an economic empire; however, it is important to note that he was never a candidate for political office, either in Manchester or on a County level. He seems, nonetheless, to have been a model of civic responsibility, perhaps from necessity, and his commitment

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to Manchester continued until his death, fifty years after his arrival. He was also in love with the railroad. Although his ostensible reason for coming to the area was connected with Wright's Forge, he was immediately involved with the construction of a railroad, recognized as the first on the Jersey coast. He also spent years in warring against the Camden-Amboy monopoly of the Philadelphia railroad trade.<sup>12</sup> That war was eventually won in part, and Torrey lived to see his township become a major railroad center, albeit briefly.

Before considering Torrey's specific accomplishments and their impact on Manchester, it is necessary to understand some of the external factors which affected the area in the mid-nineteenth century. Most of these were deeply discouraging. Sawmills had already consumed the best of the native cedar. Bog iron, which provided material of the local iron industry, was naturally exhausted after its first generation, and the works eventually failed despite a sustained and costly importation of ore from the Southern States. With the decline of the furnaces came the decline of the charcoal industry, although this too struggled on for several more years. Finally, heightened competition from other areas, such as the anthracite fields of western Pennsylvania, offered a superior and readily available fuel to the national market, and further buried the hopes of an industrial empire in Manchester. In 1856, a report by the State Geologist includes an observation that most of the houses in Manchester were empty, (this is confirmed by Salter.)<sup>13</sup> Soon after, the Civil War furthered the economic depression. It is ironic that Ocean County as a whole was at this time experiencing a time of prosperity and independence, which prompted its separation from Monmouth County.

Timing was against William Torrey. There is evidence that he became

"land poor" and was unable to substantiate his land investments with necessary capital, but his attempts to prosper despite adversity are creditable. One of his early ideas, refining the process of charcoal making through the use of brick kilns (rather than traditional open-air burning) was to utilize both the abundant local clay resources and the pool of local labor. Unfortunately, the bricks of the kilns were to burn along with the charcoal, and the kilns were abandoned. Torrey's aforementioned early local railroad was equally disastrous -- intended to convey charcoal from Manchester to the Toms River Docks, it was made of longitudinal wooden rails faced with thin iron bands, which proved to be too light for the weight of the imported English locomotive, which therefore failed on its maiden voyage. The line was adapted to the use of mule trains, however, and in that form continued for some years, opening the Bayville area across the Toms River for development. It is to be hoped that Torrey's certain disappointment at this failure was assuaged with the charter of his statewide Raritan and Delaware Bay Railroad in 1856.

Torrey's commitment to all facets of Manchester's development is evident. When the town was depopulated, he maintained regular services and sabbath school in the Presbyterian Church <sup>14</sup> which he had founded. He served as the village postmaster, and maintained a general store. He lobbied to locate the railroad repair shops in his town. When that right was granted in 1860, Torrey imported railroad workmen from England and Ireland. He subsequently donated land for the building of a Catholic church (the first in Ocean County) and he constructed small cottages for the workmen's use, some of which are still standing. Finally, he drew up an organized street plan for settlement, laid gravelled roads and planted elms along the major streets. Along with his sons, he established a local currency. Today, the printed bills

marked "S.W. and W.A. Torrey" (after two of Torrey's sons) are numismatic curiosities. <sup>15</sup>

Due to Torrey's singleminded promotion, many mercantile and railroad families were attracted to the area and subsequently began their own small family empires. Extensive cranberry and huckleberry plantations bordered the north and south village limits, and a jute and bagging factory, which also manufactured gunny sacks, added other revenue. The township of Manchester was officially created in 1865.

An 1878 map of Manchester village reveals the ambitions of its planner. Entirely to the north of Horicon Lake, there is a neat grid of streets running to the cardinal directions. There is also a strong northeast diagonal formed both by the railroad line and by Church Street -- in both cases, conceding to the direction of Toms River. Church Street, which is nearest to the Lake and had been the old main road to Toms River, is densely dotted with residences, beginning with the Torrey homestead on the Lake (on the site of Wright's old clapboard house) and passing a church and cemetery. Union Avenue, which is intersected by Church Street, already shows obvious signs of commercial development along its eastern stretch. Throughout the village, houses marked "Torrey" or "W.A. Torrey" (after the son of William Torrey, Sr.) seemingly indicate workmens' houses. At this time, several radiating streets are also shown leading away from the village center, particularly in the southeast and northwest areas; although many appear to have been "paper streets" which were never actualized, at least one, Hibernia Avenue (shown only in tentative dotted lines) was to become the center of Irish-Catholic population, and was the location of the Catholic Church. Nearby are the cranberry bogs. Overall, Manchester village seemed to be well planned and ready for further development.

Although the village itself was always predominant in the area, other parts of the delineated township had flourishing rural-industrial settlements which are worth consideration. The clay industry was of singular importance in the establishment of villages here. Almost forgotten today, in the nineteenth century New Jersey clay was among the State's most important products, both for functional and decorative purposes. It was so well recognized that it was used as an ornament for building in both the Philadelphia Centennial of 1876 and the Columbian Exposition of 1893.<sup>17</sup> Manchester, which is located in the "clay belt" running through the Pine Barrens down to Forked River, had several operating clayworks. Although the full number which existed in the Pines has yet to be discovered, at least three in the Manchester area have been determined: William Torrey's brickyards near Whiting, previously noted; the Pasadena Terra Cotta Pipe Company, and the Union Clayworks (Lacey Township.) The latter two are particularly significant.

Both Pasadena and the Union Clayworks were located along old Aserdaten Road, the route of the stagecoach which had run between Tuckerton and Mount Holly.<sup>18</sup> Local industry seems to have peaked around 1840-1859, at which time as many as 200 people may have been employed here. Both enterprises seem to have been comprised of a variety of structures for the different stages of the working; there were probably residential structures as well, as the sites are somewhat distant from other established settlements; additionally, the presence of a cemetery near the Union clay pits indicates a permanent settlement. As both businesses were completely surrounded by forest, fires were a factor in their demise -- as well as today's lack of aboveground structural remains. However, the greater impediment was distance from ready markets and poor roads. Union failed some time after 1850; however, Pasadena (which had been founded in 1832 by Andrew Steelman and George Giberson, and

was also referred to as "Wheatlands")<sup>19</sup> lingered longer and was to benefit from the railroads, even establishing its own "donkey railroad" (similar to the Torrey line) and a small steam railroad for hauling clay from the mine to the markets.<sup>20</sup> But external factors, such as changes in fuel supplies and market demands combined with several changes in ownership, inevitably defeated this local industry. Today, the ruins of both Pasadena and Union (marked largely in artifacts such as "Ocean County" and "E.N.T." -- for Ebenezer Townsend, a Wheatland manufacturer --<sup>21</sup> marked bricks) still exist today, as do the sites of some other stagecoach and industry related places: Debby Platt's Tavern<sup>22</sup> and Old Halfway,<sup>23</sup> among others.

A small village named Whiting had a more fortunate survival. It was founded by Nathan C. Whiting of New Haven in 1852, and was initially the site of a sawmill. It became a railroad hub, affording (with sufficient round-about planning) rail connections from New York to Philadelphia, as first the Delaware and Raritan (1856) then the Tuckerton (1871) and finally the Pennsylvania (1883) railroads met here. In 1915, thirty two trains daily were reported here; today there are none. But while the trains were operating, Whiting gained a reputation as a health and sportmen's resort.

The resort fashion, nurtured overall by the railroads, was to benefit much of Manchester Township which, although lacking perhaps the spectacular scenery of other places and located quite far from the ocean, was able to truly advertise its blanket of pines, which were believed to create a healthful environment. An exclusive inland resort was foreseen. Nearby Lakewood had already provided a prototype; Manchester village certainly had comparable forests and its own beautiful lake, and it had superior rail connections as well. Like Lakewood (which had been known as Bricksburgh before) a change of name with more romantic connotations was thought advisable, and so the name

of "Lakehurst" was unofficially introduced around 1900.<sup>24</sup> It is doubtful if William Torrey ever anticipated such a transmutation, although he would have welcomed the tourist market (Torrey is said to have courted the shore-bound railroad traffic with his Delaware-Raritan line, but once again was thwarted by external forces.)<sup>25</sup>

Indeed, by the time that Manchester's resort identity was introduced, Torrey himself was no longer the visible leader of his village. Rather, his sons, William A., Samuel W., and John (who is always inexplicably titled as "Junior"), and a grandson, Frederic C. Torrey, guided the area into the twentieth century. Among their primary arenas was the real estate market. John Torrey is listed as a real estate broker at a Vesey Street address; he is also known to have been part of the Pineland Improvement Company and the Manchester Land Company, both of which operated from out of New York. The latter company is said to have advertised 25,000 acres in the pines with the slogan, "Cheap Lands, Homes for the Homeless, in Wild Lands of New Jersey."<sup>26</sup>

In 1895, a new winter resort hotel was begun in town; this was the Pine Tree Inn, now no longer standing, which was opened to the public in 1898. Although some accounts allege that this institution and the "winter season" as a whole were not a success, this is not remembered as such by the town itself.<sup>27</sup> The Pine Tree Inn is reputed to have had more prestigious guests than could be boasted even by Lakewood; its facilities were said to be more wholesome (even having been recommended by Dr. Parkhurst, a fashionable advocate of good health)<sup>28</sup> and its beauties were -- and still are -- more unspoiled. Although the setting itself was quiet, miles of planned walks and bridle paths were laid around Lake Horicon for even greater solitude, and separate bungalows were available for hotel guests who desired a completely exclusive and extended stay. The proprietor of the Pine Tree Inn, A.L. LeRoy, evidently was



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also a man of civic principles, as he is listed as the head of the Lakehurst Board of Trade in 1915,<sup>29</sup> said to be a public welfare organization. LeRoy, Frederic Torrey, and Edward Larrabee Sr., (the general store operator and sawmill owner, who had been brought to Manchester by Torrey Sr. for the railroad, and stayed to become a county freeholder) were largely responsible for soliciting new business in Lakehurst. One that has been documented was the prestigious Priest's Pharmacy, which had its other stores in Bay Head and Princeton;<sup>30</sup> there was also a select finishing school for the local girls, also no longer standing, which was known as The Cedars and managed by a Frenchwoman, Mlle. Longchamps. In 1921, Lakehurst incorporated as a borough.

Outside of Lakehurst, other random attempts were made to subdue the pines and to establish centers for either the resort or the new residential trade. Near Whiting, a sanitarium was attempted by a group of entrepreneurs from Wilkes Barre, Pennsylvania. Known as Lancewood, this intended health mecca featured amenities such as bowling alleys, billiard rooms, a stable and a bar; its failure is recorded by Henry Charlton Beck<sup>31</sup> (however, a Sportmens' Lodge in the area known as the "Lance Hotel" is known to have operated successfully until the Depression, and it may have been related to the earlier attempted resort.)<sup>32</sup> Beck also records the sad plight of Roosevelt City, again near Whiting, which had been planned with a patriotic American flair (both the town and its gridded street were named after Presidents) but which aspired to induce Italian immigrants to the area with promises of the rich fruit crops. In 1937, Beck reports a "maze of broken concrete walks and street lights, weed-grown and depressing."<sup>33</sup> It is today a sparsely settled residential area. To the north of Whiting, an old farming area once known as "Yankeetown" after the Union soldiers who settled here following the Civil War,<sup>34</sup> was to be developed as Becker's gladiola farm, and it is today

still known as Beckerville. East of Lakehurst, Pine Lake Park is an early, successful residential development.

The most unusual and enduring single development within the Manchester area is that of Keswick Grove, a religious center, residential colony, and retreat for alcoholics, presently encircled by the Crestwood senior citizens developments. Located on the site of old Giberson's Mill,<sup>35</sup> Keswick was founded in 1897 by an artist and reformed alcoholic named William Raws, and it is still managed by a member of the founder's family. Raws is said to have come to the then-wilderness area from Philadelphia with only \$1.87 in capital (in addition to his wife, his car, some groceries, and five friends); before leaving Philadelphia, he had established the Whosoever Gospel Mission (which is also still in operation) within the old Germantown saloon which he had once frequented. Determined to establish a healthful center for alcoholics away from the urban environment, it is probable that Raws was induced to Manchester by the same wildfire promotion schemes that had generated Roosevelt City and Lancewood, but his has been continuously successful. Keswick Grove is a landscaped, integrated community of 600 acres with a chapel, a collection of dormitories (including a remodelled World War II barracks), and administrative and recreational buildings, totalling fifteen. It has a free of charge, structured ninety day work / rehabilitation program for alcoholics, who are voluntarily admitted, and it is supported entirely by donations.

Equally unique and better known is the Lakehurst Naval Air Station, which revitalized the borough after the departure of the railroads. Before World War I, the 1500 acre area of the station was used by the Imperial Russian Government as an ammunition proving ground, and later it was a test area for U.S. chemical warfare training. Camp Kendrick was later established

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here by the U.S. Army. In 1921 (the year of Lakehurst's incorporation as a borough), the naval air station was established.

Lakehurst Naval Air Station has been the home of the lighter-than-air craft, a class including such famous ships as the Akron and the Shenandoah. It was also the American base for the Hindenburg, and the site of the much publicized disaster of 1937. During World War II, Lakehurst was a base for the naval submarine patrol, which used small blimps. Today, its primary mission is fleet support. The structures of the Station are noteworthy, particularly the 1932 Cathedral of the Air (possibly the only stone Gothic style church in Ocean County) and the dirigible hangars. Hangar No. I was the largest span building ever erected, and is a National Historic Landmark.

Apart from the Naval Air Station, today the Manchester - Lakehurst area is most widely known as the home of thousands of senior citizens, residents of the several, continuously growing adult communities which have been founded here from the 1960s onward. These tracts exist along with vast areas of protected wildlands (including State forests, a portion of Fort Dix, and a Green Acres Preservation District which encompasses a portion of Keswick Grove.

LAKEHURST - MANCHESTER FOOTNOTES

<sup>1</sup> A 1764 survey, to D. Knett on the Hurricane Branch, is believed to be a clue to the origin of the name, Horicon, the present name of the lake.

<sup>2</sup> Pauline S. Miller, interview by M.R. Kralik, Toms River, June 1981. Mrs. Miller is in the process of completing a book on the Manchester area, and has shared portions of her manuscript.

<sup>3</sup> Vivian Zinkin, Place Names of Ocean County, New Jersey 1609-1849, (Toms River: The Council, 1976), p.151.

<sup>4</sup> Miller, op. cit.

<sup>5</sup> William Nelson, The New Jersey Coast in Three Centuries, I (New York: The Lewis Publishing Company, 1902), p.410.

<sup>6</sup> Vivian Zinkin suggests that Lower Forge was probably a new name for Federal Forge, rather than yet another ironworks operating within the same area. Zinkin, op. cit., p.110.

<sup>7</sup> Charles S. Boyer, Early Forges and Furnaces in New Jersey, (Philadelphia: University of Pennsylvania Press, 1931) p.112.

<sup>8</sup> Ibid., p.254.

<sup>9</sup> Pauline S. Miller, op. cit.

<sup>10</sup> William S. Dewey, interview by M.R. Kralik, Manchester Township, June 1981. Mr. Dewey has just completed a book on the Torrey family which is to be published in 1981. Also, Pauline S. Miller, op. cit.

<sup>11</sup> William S. Dewey, a local historian who has extensively researched the Torrey family, has discovered the correspondence between the shaded areas of the map and the description of the lands which Torrey first acquired. The amount of acreage which the Monmouth company excepts from the sale is also very close to Torrey's 27,000 acres.

<sup>12</sup> Torrey and his sons, William and John, had tried to get their charter to parallel the route of the Camden and Amboy, but were not successful. They were, however, granted the right to a different route. Boyer, op. cit., p.256.

<sup>13</sup> Harold F. Wilson, The Jersey Shore, II (New York: Lewis Historical Publishing Company, 1953), p.716.

<sup>14</sup> Edwin Salter, A History of Monmouth and Ocean Counties, (Bayonne: E. Gardner and Son, 1890. p.260.

<sup>15</sup> Dewey, op. cit. Mr. Dewey is a numismatist, and his interest in the Torrey family was prompted through the study of their currency.

## LAKEHURST - MANCHESTER FOOTNOTES CONTINUED:

16 F.W. Beers, Map of Ocean County 1872. (Toms River, Ocean County Cultural and Heritage Commission.)

17 Nelson, op. cit., p.418.

18 The following information on Pasadena and the Union Clay Works, except when otherwise noted, was provided by Robert Comellas. Interview by Kevin McGorty, Toms River, June 1981. Further information can be obtained from the files of the Ocean County Historical Museum.

19 Miller, op. cit.

20 Files of the Ocean County Historical Museum, Toms River.

21 Miller, op. cit.

22 Debbie Platt's is prominently marked on the Beers map, and is featured in the writing of Henry Charlton Beck. It was a hotel and stage stop which achieved notoriety both because of its female owner and also for the "Jersey Lightning" that she sold. A tavern of sorts was in operation here at least since 1811 (according to Zinkin, op. cit., p.44, and the resulting settlement was known as Pinetown. Deborah Platt received her tavern license in the 1850s. The tavern no longer exists, but it had had a widespread reputation as an oyster house, with produce direct from the Tuckerton stage.

23 Halfway was a carter's stop between the interior and the shore; later, clay was mined here. When a second stop, Little Halfway, was set up nearby, the name Old Halfway was applied to the original place. Zinkin, op. cit., p.136.

24 The name was used in 1897, but the township was not incorporated until the 1920s.

25 Torrey's line had offered through-transport to New York and Philadelphia, but was used less for tourists than for the military. The Secretary of War had authorized such usage. Therefore, Torrey's profits were not outstanding. The railroad did, however, open the area for settlement.

Wheaton J. Lane, From Indian Trail to Iron Horse, (Princeton: Princeton University Press, 1939) p.406.

26 Wilson, op. cit., p.717.

27 Edward F. Larrabee, Jr., interview by M.R. Kralik, Island Heights, June 1981. Mr. Larrabee is the son of one of Torrey Sr.'s close associates and spent his early life in Lakehurst.

28 A 1908 Souvenir of Lakehurst, N.J. (facsimile copy, files of the Ocean County Cultural and Heritage Commission) contains similar facts and a concise history of the village. It was copyrighted by William Torrey, Sr.'s grandson, Frederic C. Torrey.

## LAKEHURST - MANCHESTER FOOTNOTES CONTINUED:

- 29 Grover C. Low, Industrial Directory of New Jersey, Camden, N.J. S. Chew and Sons, 1915. p.263.
- 30 Souvenir of Lakehurst, N.J., op. cit. (n.p.)
- 31 Henry Charlton Beck, More Forgotten Towns of Southern New Jersey, (New York: E.P. Dutton, 1937), p.95.
- 32 Miller, op. cit.
- 33 Beck, op. cit., p.93.
- 34 Miller, op. cit.
- 35 Zinkin, op. cit., p.100.

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NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES  
HISTORIC PRESERVATION SECTION  
INDIVIDUAL STRUCTURE SURVEY FORM

HISTORIC SITES INVENTORY NO. 1519-1

HISTORIC NAME: Whiting Methodist Church  
LOCATION: Lacey Road

COMMON NAME: Whiting Bible Church  
BLOCK/LOT 86-1/7

MUNICIPALITY: Manchester  
USGS QUAD:  
OWNER/ADDRESS: Whiting Church  
Lacey Road  
Whiting, N.J. 08759

COUNTY: Ocean  
UTM REFERENCES:  
Zone/Northing/Easting

DESCRIPTION

Construction Date: 1904

Source of Date: Tides of Time

Architect:

Builder:

Style: vernacular Gothic / meetinghouse  
plan

Form/Plan Type: rectangle

Number of Stories: 1½

Foundation: brick

Exterior Wall Fabric: brick

Fenestration: 3 bay - pointed arch

Roof/Chimneys: gable roof to street / 1 end brick chimney

Additional Architectural Description:

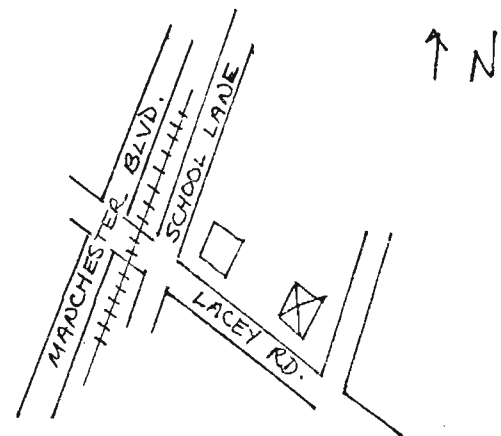
Areas of patterned brickwork enhance the structures; including corbelled arches and a horizontal band of diagonally set bricks. The window niches contain paired lancets and the double leaf entry is marked by a keystone and a plain tympanum. There is an open square belfry tower above the door, with a "witche's hat" steeple above. A small enclosed portico projects the entrance.

PHOTO

Negative File No. 1519-1



Map (Indicate North)





SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The Bible Church is located on the north side of Lacey Road. Along with the schoolhouse (# 1519-2) it is a visual focal point for the town. An undeveloped grassy area stretches to the rear of the building. A brick, one story addition (1973) extends to the west. There is a front parking area.

SURROUNDING ENVIRONMENT: Urban  Suburban  Scattered Buildings   
Open Space  Woodland  Residential  Agricultural  Village   
Industrial  Downtown Commerical  Highway Commercial  Other  Major road

SIGNIFICANCE:

The use of brick, for the construction of a meetinghouse-style church, is unusual and may be directly associated with the Torrey brickyard which had operated near here. It is a prominent visual landmark in Whiting and was undoubtedly a social center as well. Whiting had had an earlier Methodist church structure, c. 1866; this structure is its direct descendant.

ORIGINAL USE: Church PRESENT USE: Church  
PHYSICAL CONDITION: Excellent  Good  Fair  Poor   
REGISTER ELIGIBILITY: Yes  Possible  No  Part of District   
THREATS TO SITE: Roads  Development  Zoning  Deterioration   
No Threat  Other

COMMENTS:

REFERENCES:

RECORDED BY: M.R. Kralik DATE: June 1981  
ORGANIZATION: O.C. Cultural and Heritage Commission

**From:** Kate Ruppel  
**To:** KRUPPEL  
**Date:** 1/7/00 3:58pm  
**Subject:** Whiting Methodist Church = 1519-1

At part of a review for a proposed cell tower, it was found that this property had been substantially altered since the date of this inventory. Therefore, it was determined that this church was no longer eligible for the National Register of Historic Places. However, no formal letter to this effect was written. A photograph of the church taken in December of 1999 can be found in the following project file:

OCE - Manchester Township 00-482  
Proposed 120-ft. Monopole Tower  
Cascade #NY33XC346  
FCC - O'Brien & Gere Engineers, Inc.



NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES  
HISTORIC PRESERVATION SECTION  
INDIVIDUAL STRUCTURE SURVEY FORM

HISTORIC SITES INVENTORY NO. 1516-2

HISTORIC NAME: Lavallette School  
LOCATION: Brooklyn Avenue

COMMON NAME: Lavallette School  
BLOCK/LOT 40/8C

MUNICIPALITY: Lavallette  
USGS QUAD:  
OWNER/ADDRESS:

COUNTY: Ocean  
UTM REFERENCES:  
Zone/Northing/Easting

DESCRIPTION

Construction Date: 1929

Source of Date: 1929 records; Bicentennial History

Architect:

Builder:

Style: Colonial Revival

Form/Plan Type: rectangle/dumbbell additions in 1955 & 1963. To the west and northwest. 2 projecting pavilions. Bays.

Number of Stories: 1½

Foundation: brick

Exterior Wall Fabric: pressed brick

Fenestration: dhs/multiple lights

Roof/Chimneys: gable roof parallel to street, with full respond on east and west ends/  
2 interior brick chimneys

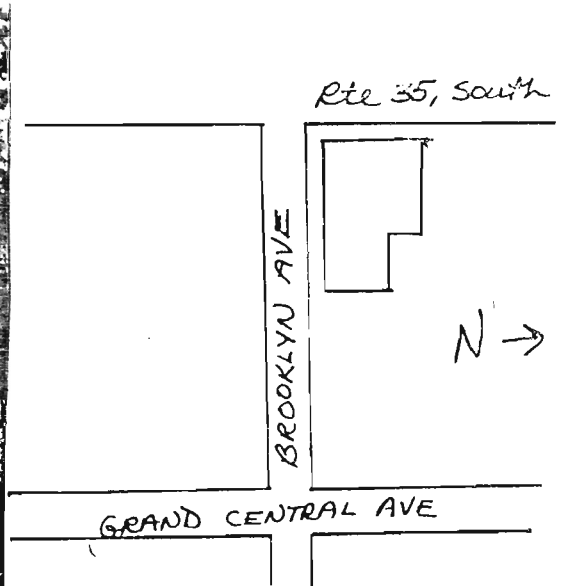
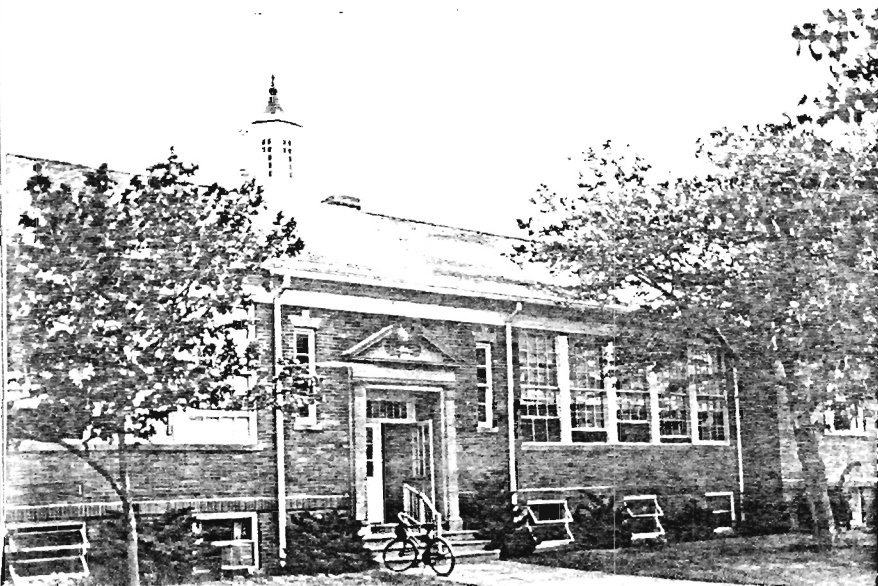
Additional Architectural Description:

An exceptional, high style example of Palladian-style construction within the shore area, the school is perfectly symmetrical in appearance. A center door, above an elevated basement is enframed by a granite-like, concrete molding with a broken pediment and urn above. There are double doors, with transom and sidelights. The main mass has five joined windows; keystones in frames, and there is a belt course above the basement level. Pavilion areas are punctuated with louvered lunettes, pilasters in an Egyptianate motif. In the center of the roof is an octagonal frame cupola with a weathervane.

PHOTO

Negative File No. 1516-2

Map (Indicate North)



NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES  
HISTORIC PRESERVATION SECTION, 109 WEST STATE ST.  
TRENTON, NEW JERSEY 08625 (609) 292-2023

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES: -

The Lavallette school faces south on Brooklyn Avenue. Route 35 south is located on the west. The east portion of the block is occupied by the Lavallette police department and borough hall. A playground is located on the school grounds and there is a lawn and shrubbery at the front.

SURROUNDING ENVIRONMENT: Urban  Suburban  Scattered Buildings   
Open Space  Woodland  Residential  Agricultural  Village   
Industrial  Downtown Commercial  Highway Commercial  Other

SIGNIFICANCE:

Certain school buildings in the Manasquan and Brick areas have similar characteristics, massing, materials, and Colonial Revival details.

ORIGINAL USE: School  
PHYSICAL CONDITION: Excellent  Good  Fair  Poor   
REGISTER ELIGIBILITY: Yes  Possible  No  Part of District   
THREATS TO SITE: Roads  Development  Zoning  Deterioration   
No Threat  Other

COMMENTS:

School is scheduled to be demolished, to make way for a new building, in 1981.

REFERENCES:

A History of Lavallette

RECORDED BY: M.R. Kralik DATE: August 1980  
ORGANIZATION: O.C. Cultural and Heritage Commission

NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES  
HISTORIC PRESERVATION SECTION  
INDIVIDUAL STRUCTURE SURVEY FORM

HISTORIC SITES INVENTORY NO. 1519-3

HISTORIC NAME:  
LOCATION: 95 Lacey Road  
MUNICIPALITY: Manchester  
USGS QUAD:  
OWNER/ADDRESS: Frank Reynolds  
95 Lacey Road  
Whiting, N.J. 08759

COMMON NAME:  
BLOCK/LOT 86-2/41  
COUNTY: Ocean  
UTM REFERENCES:  
Zone/Northing/Easting

DESCRIPTION

Construction Date: c.1890  
Architect:  
Style: vernacular Queen Anne  
Number of Stories: 2½  
Foundation: brick  
Exterior Wall Fabric: clapboard and staggered butt shingle  
Fenestration: 2 bay - large 2/2 windows  
Roof/Chimneys: gable roof / 3 interior corbelled presses brick chimneys  
Additional Architectural Description:

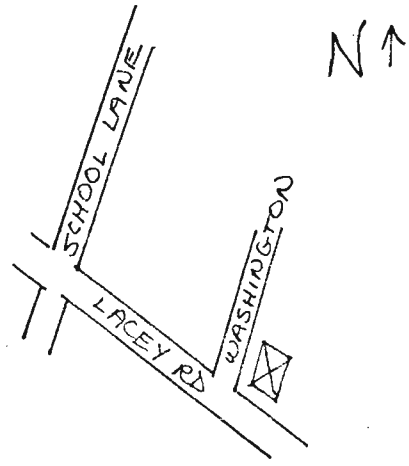
Source of Date: stylistic  
Builder:  
Form/Plan Type: cruciform

The main entrance to the house is located to the west within an enclosed porch; there is a secondary door with sidelights and transom, to the street. A two story bay marks the south elevation. There are pointed arch windows in the attic area, and pendants mark the gable peaks and the corners of the eaves.

PHOTO Negative File No. 1519-3



Map (Indicate North)



NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES  
HISTORIC PRESERVATION SECTION, 109 WEST STATE STREET, TRENTON, NEW JERSEY 08625 (609) 292-2023

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

This structure is located on the north side of Lacey Road, directly to the east of the Bible Church (#1519-2.) Smaller residences border to the east.

SURROUNDING ENVIRONMENT: Urban  Suburban  Scattered Buildings   
Open Space  Woodland  Residential  Agricultural  Village   
Industrial  Downtown Commercial  Highway Commercial  Other  Major road

SIGNIFICANCE:

As one of a handful of pre-1960 structures in the Whiting area, this home is of high symbolic and visual importance to its community. Its location by the church and the school imply a possible association; it may also be linked to the railroads which had centered here.

ORIGINAL USE: Residential  
PHYSICAL CONDITION: Excellent  Good  Fair  Poor   
REGISTER ELIGIBILITY: Yes  Possible  No  Part of District   
THREATS TO SITE: Roads  Development  Zoning  Deterioration   
No Threat  Other

COMMENTS:

REFERENCES:

RECORDED BY: M.R. Kralik DATE: June 1981  
ORGANIZATION: O.C. Cultural and Heritage Commission

NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES  
HISTORIC PRESERVATION SECTION  
INDIVIDUAL STRUCTURE SURVEY FORM

HISTORIC SITES INVENTORY NO. 1519-4

HISTORIC NAME: Cathedral of the Air  
LOCATION: Lakehurst-Whitesville Road

COMMON NAME:  
BLOCK/LOT 70

MUNICIPALITY: Manchester  
USGS QUAD:  
OWNER/ADDRESS:

COUNTY: Ocean  
UTM REFERENCES:  
Zone/Northing/Easting

DESCRIPTION

Construction Date: 1932

Source of Date: McMahon

Architect:

Builder:

Style: Gothic Revival

Form/Plan Type: cruciform / extension to the north

Number of Stories: 1½

Foundation: fieldstone

Exterior Wall Fabric: irregular coursed fieldstone

Fenestration: 1 X 4 bay - stained glass windows document aeronautical subjects

Roof/Chimneys: gable roof is oriented to the road

Additional Architectural Description:

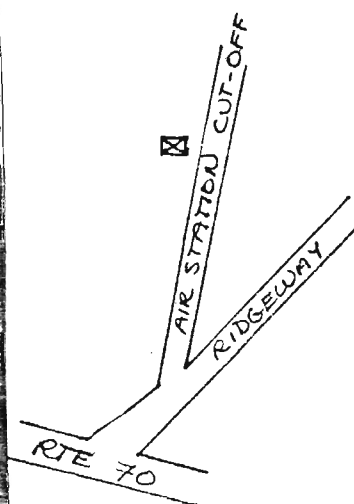
The entry is formed by a pointed arch portal, with niche and trumeau above, and an undecorated tympanum area. The archivolts are correspondingly plain. A tower with gabled, louvered belfry rises above the entrance. Buttresses support the north and south elevations. The transept windows are elaborate and appear in a triple group with trefoil above. The apse area is marked by a cinquefoil and a sculpted naval insignia.

PHOTO

Negative File No. 1519-4



Map (Indicate North)





SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

The Cathedral of the Air is located on Lakehurst-Whitesville Road, to the north of the borough of Lakehurst. It stands isolated from all other structures. The entrance is located to the west, away from the road; there is a broad walled terrace and a wide lawn leading to a flag-pole. A social educational wing extends at the transept north of the structure. There is a large parking lot to the south.

SURROUNDING ENVIRONMENT: Urban  Suburban  Scattered Buildings   
Open Space  Woodland  Residential  Agricultural  Village   
Industrial  Downtown Commerical  Highway Commercial  Other

SIGNIFICANCE:

The Cathedral of the Air was erected in 1932 by the New Jersey Department of the American Legion. It is one of the county's most significant structures and its only masonry Gothic designed church.

ORIGINAL USE: Church  
PHYSICAL CONDITION: Excellent  Good  Fair  Poor   
REGISTER ELIGIBILITY: Yes  Possible  No  Part of District   
THREATS TO SITE: Roads  Development  Zoning  Deterioration   
No Threat  Other

COMMENTS:

REFERENCES:

McMahon, William. South Jersey Towns. New Brunswick: Rutgers University Press, 1973.

RECORDED BY: M.R. Kralik DATE: June 1981  
ORGANIZATION: O.C. Cultural and Heritage Commission

NEW JERSEY OFFICE OF HISTORIC PRESERVATION HISTORIC SITES INVENTORY # 1519-5  
 HISTORIC DISTRICT SURVEY FORM

DISTRICT NAME:	Keswick Grove	UTM REFERENCES:	Zone/Northing/Easting
MUNICIPALITY:	Manchester Township		A
COUNTY:	Ocean		B
TYPE OF DISTRICT:			C
USGS QUAD:			D

DESCRIPTION: (General description of district as a whole and boundaries)

Keswick Grove is comprised of 600 acres, all of which were purchased in 1897 as part of a tract of 800 original acres. A large water body, Keswick Lake, is located in the southern part of the district; it forms two distinct areas, one of which is devoted to recreational activities, and the other more purely visual in nature. Giberson's Sawmill was located here in the 19th century. There are two marked entrance drives into Keswick leading from Pinewald-Keswick Road, and there are additional drives around the lakes as well as numerous walking trails. There is an abundance of intact woodland (165 acres) as well as landscaped areas. Part of Keswick Grove is now under Green Acres jurisdiction, and a 3½ mile "preservation trail" was laid out here in 1976. But there is no sense of interruption between the natural and built environment. There are rustic benches, gazebos, bridges, etc., scattered around the trails, some of which are marked by signs of an evangelical nature. There is also a stone obelisk honoring the founder of Keswick Grove, William Raws, and other commemorative markers. Approximately 15 buildings are located within Keswick, and some are of interest as individual sites. Two small frame structures located in the southeast area pre-date Raws' arrival here the larger is decorated by a vergeboard and bears a plaque testifying to its 'founding' status. A stuccoed chapel is located nearby, which had originally been of a highly rustic appearance. "Victory Hall," a vast shingled dormitory / hotel, is said to have been a relocated barracks building. It is 3 stories high, with a central entrance porch and its louvered blinds are marked with the letter "V". Another large residential structure, the "Raws Memorial Hall" is a 3 story neo-Gothic brick landmark, c. 1920. It is said to be based on an institutional building which William Raws had admired, and was rebuilt after a fire.

PHYSICAL CONDITION OF STRUCTURES: Excellent 80% Good 10% Fair 10% Poor %  
 REGISTER ELIGIBILITY:  Yes  Possible  No  
 THREATS TO DISTRICT/LOCAL ATTITUDES:  
 COMMENTS:

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SIGNIFICANCE:

Keswick Grove is a significant survival which was created in response to some important nineteenth century concerns. As a retreat and rehabilitation center for alcoholics, most of whom were from an urban environment, Keswick was part of the movement for temperance and for healthful living. It was also part of the same religious consciousness that had created the camp meeting towns in this period. The so-called "social gospel," which emphasized an active Christian ministry was a significant 19th century development which Keswick was to exemplify. Finally, the well-tended landscape of the district, emphasizing both natural and cultivated features, is an illustration of the back-to-nature movement which is evident today.

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REFERENCES: (Include representation in existing surveys)

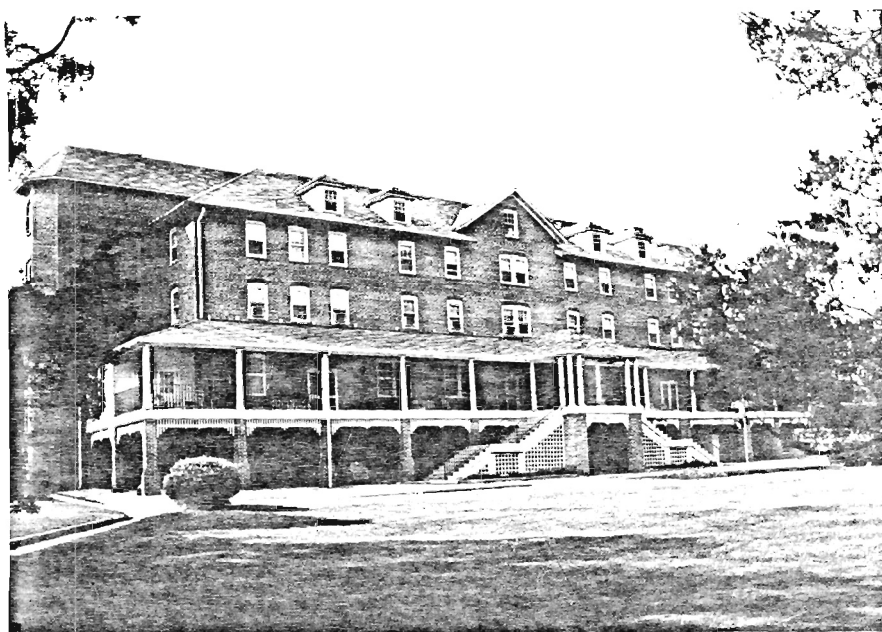
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RECORDED BY: M.R. Kralik  
ORGANIZATION: O.C. Cultural and Heritage Commission  
DATE: Summer 1981

1519-5  
Keswick Grove Historic District  
Manchester Township  
Summer 1981  
View: North



1519-5  
Keswick Grove Historic District  
Manchester Township  
Summer 1981  
View: Northwest



1519-5  
Keswick Grove Historic District  
Manchester Township  
Summer 1981  
View: East





NEW JERSEY OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES  
HISTORIC PRESERVATION SECTION  
INDIVIDUAL STRUCTURE SURVEY FORM

HISTORIC SITES INVENTORY NO. 1519-2

HISTORIC NAME: Whiting Schoolhouse  
LOCATION: Lacey Road

COMMON NAME: Whiting Sunday School  
BLOCK/LOT 86-1/7

MUNICIPALITY: Manchester  
USGS QUAD:  
OWNER/ADDRESS: Whiting Church  
Lacey Road  
Whiting, N.J. 08759

COUNTY: Ocean  
UTM REFERENCES:  
Zone/Northing/Easting

DESCRIPTION

Construction Date:

Source of Date:

Architect:

Builder:

Style: vernacular

Form/Plan Type: square / with additions

Number of Stories: 1 1/2

Foundation: brick

Exterior Wall Fabric: asbestos shingle siding

Fenestration: 5 bay - large 2/2 windows

Roof/Chimneys: hipped roof / 1 corbelled interior brick chimney

Additional Architectural Description:

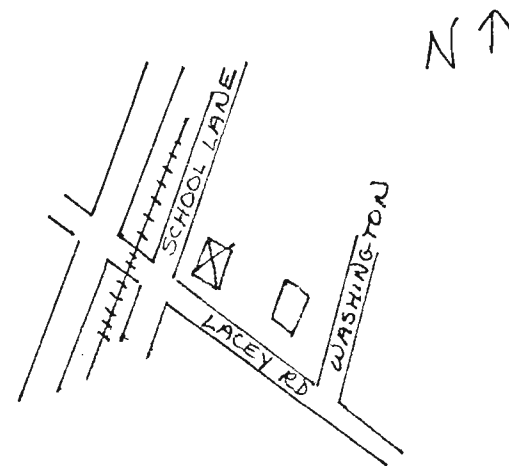
There is an enclosed entrance portico with double doors and a one story gabled addition to the rear.

PHOTO

Negative File No. 1519-2



Map (Indicate North)



NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
OFFICE OF CULTURAL AND ENVIRONMENTAL SERVICES  
HISTORIC PRESERVATION SECTION, 109 WEST STATE STREET, TRENTON, NEW JERSEY 08625 (609) 292-2025

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:-

The schoolhouse is located on the north side of Lacey Road and is part of a visually coordinated complex. School Lane extends to the west.

SURROUNDING ENVIRONMENT: Urban  Suburban  Scattered Buildings   
Open Space  Woodland  Residential  Agricultural  Village   
Industrial  Downtown Commercial  Highway Commercial  Other

SIGNIFICANCE:

This was originally a one room structure, later expanded to its present two room form. It taught eight grades by 1915, and is still in its original use.

ORIGINAL USE: School  
PHYSICAL CONDITION: Excellent  Good  Fair  Poor   
REGISTER ELIGIBILITY: Yes  Possible  No  Part of District   
THREATS TO SITE: Roads  Development  Zoning  Deterioration   
No Threat  Other

COMMENTS:

REFERENCES:

Low, Grover. Industrial Directory of New Jersey, 1915, 554.  
Ocean County Principals' Council, Tides of Time, Toms River: The Council, 1940, p. 81.

RECORDED BY: M.R. Kralik  
ORGANIZATION: O.C. Cultural and Heritage Commission

DATE: June 1981

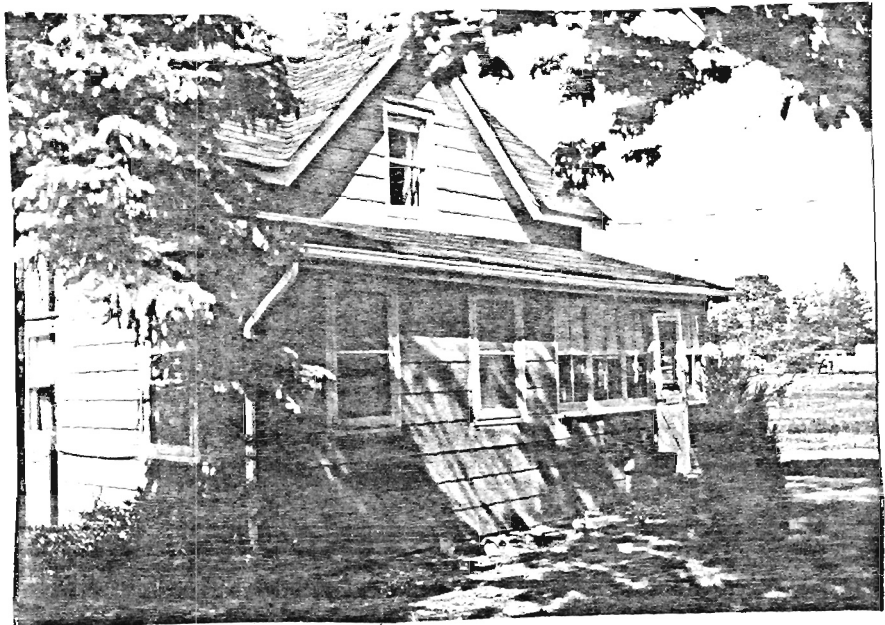
1519-L1

Not Available

Manchester Township Board of Education / Manchester Boulevard, Whiting

2 story, 5 bay, asbestos sided structure above a concrete foundation, with gable roof parallel to the street, c.1910. There are 6/1 windows on the first floor and 1/1 above; exposed rafter tails and K-braces at the gable end. There is an end corbelled brick chimney and an asymmetrical door and entrance ramp.

1519-L2



Alfonso House / 89 Lacey Road, Whiting

1½ story, 3 bay, cross gabled T-plan structure with central chimney, enclosed shed front porch with continuous fenestration, with asbestos shingle siding.



1519-L3



Umlauf House / 91 Lacey Road, Whiting

2½ story, 1 bay, asbestos shingle sided structure with gable roof to street,  
2/2 windows, with a side shed porch and enclosed shed front porch.

MANCHESTER AND LAKEHURST

STATE AND NATIONAL REGISTER OF HISTORIC PLACES

ON REGISTERS: Hangar # 1 (Lakehurst Naval Air Station) Route 547, Manchester  
National Historic Landmark

PENDING STATE REVIEW:

RECOMMENDED FOR STATE AND NATIONAL REGISTERS

The following list of buildings, districts or sites have been reviewed by the survey team and are considered eligible to be placed on the New Jersey and National Registers of Historic Places. For a complete explanation of the register program and criteria, contact the Office of Cultural and Environmental Services, 109 West State Street, Trenton, N.J. 08625. Telephone: (609) 292-2023.

FORM #	NAME AND ADDRESS	YES	POSSIBLE	PART OF DISTRICT
1519-1	Whiting Methodist Church, Lacey Road, Manchester		X	
1519-2	Whiting Schoolhouse, Lacey Road, Manchester			X
1519-3	Lacey Road, Manchester		X	
1519-4	Cathedral of the Air - Lakehurst, Whitesville Rd. Manch.	X		
1519-5	Keswick Grove Historic District, Manchester	X		
1514-1	Larrabee Store, 11 Union Ave. & Locust St., Lakehurst	X		
1514-2	Rogers Hotel (Rogers Store) 22 Union Ave., Lakehurst			X
1514-3	Red Men's Lodge Hall, Union Ave., Lakehurst			X
1514-4	The Presbyterian Church, Union Ave. & Orchard St. Lake.		X	
1514-5	297 Union Ave., (Pittis House), Lakehurst		X	
1514-6	300 Union Ave., Lakehurst		X	
1514-7	316 Union Ave., Lakehurst		X	
1514-9	226 Church St., Lakehurst		X	X
1514-10	309 Church St., Lakehurst		X	X
1514-11	315 Church St., Lakehurst		X	X
1514-12	St. John's R.C. Church, Hibernia Ave., Lakehurst		X	
1514-16	(Streetscape) Church Street, Lakehurst	X		
1514-17	(Streetscape) Hibernia Ave., Lakehurst		X	