

LONG BEACH ISLAND



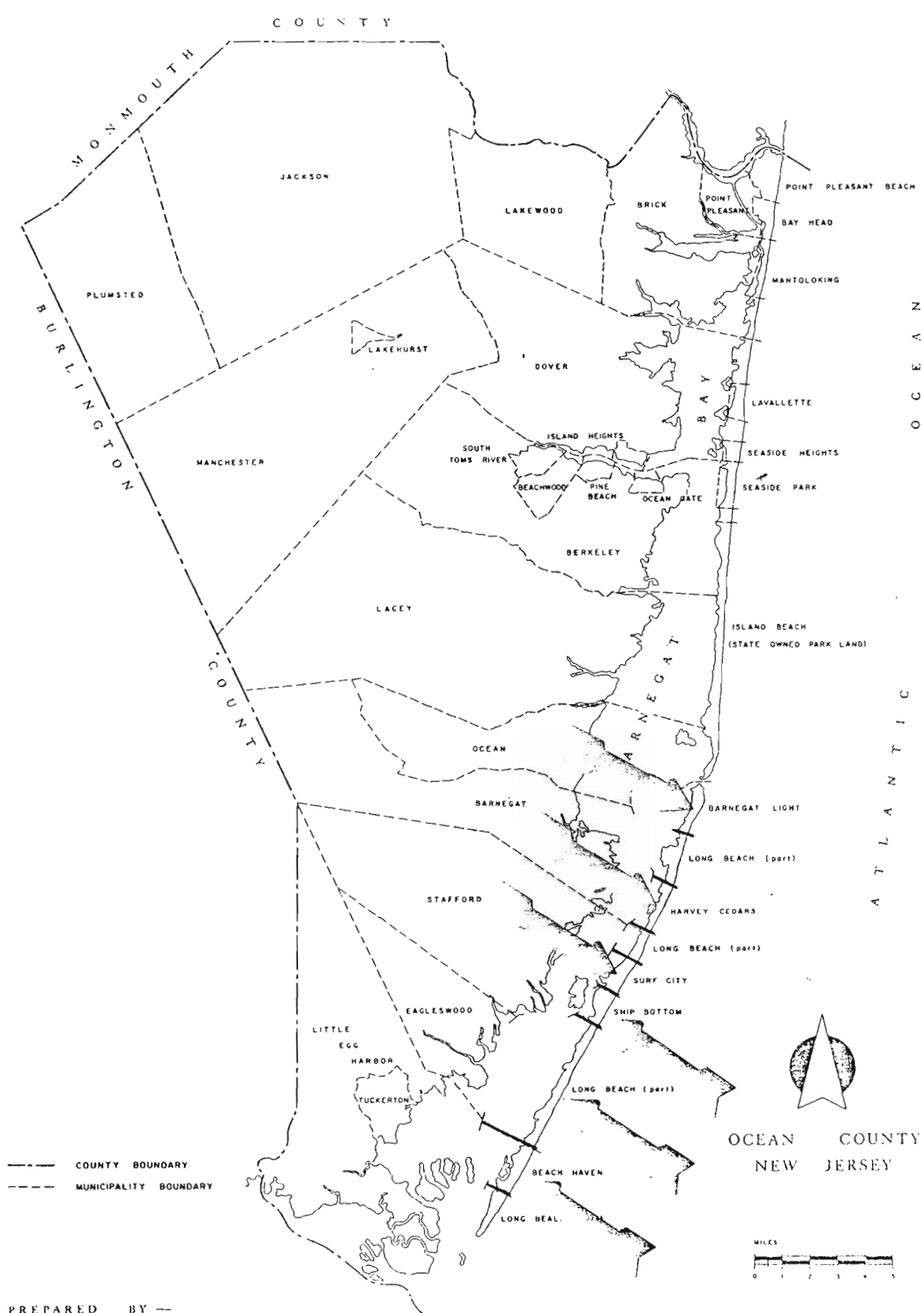
## ACKNOWLEDGEMENTS

The Long Beach Island survey was conducted by Michael May. The project staff and the Ocean County Cultural and Heritage Commission would like to acknowledge the cooperation of the following citizens and organizations of Long Beach Island who provided information that aided in the preparation of this report.

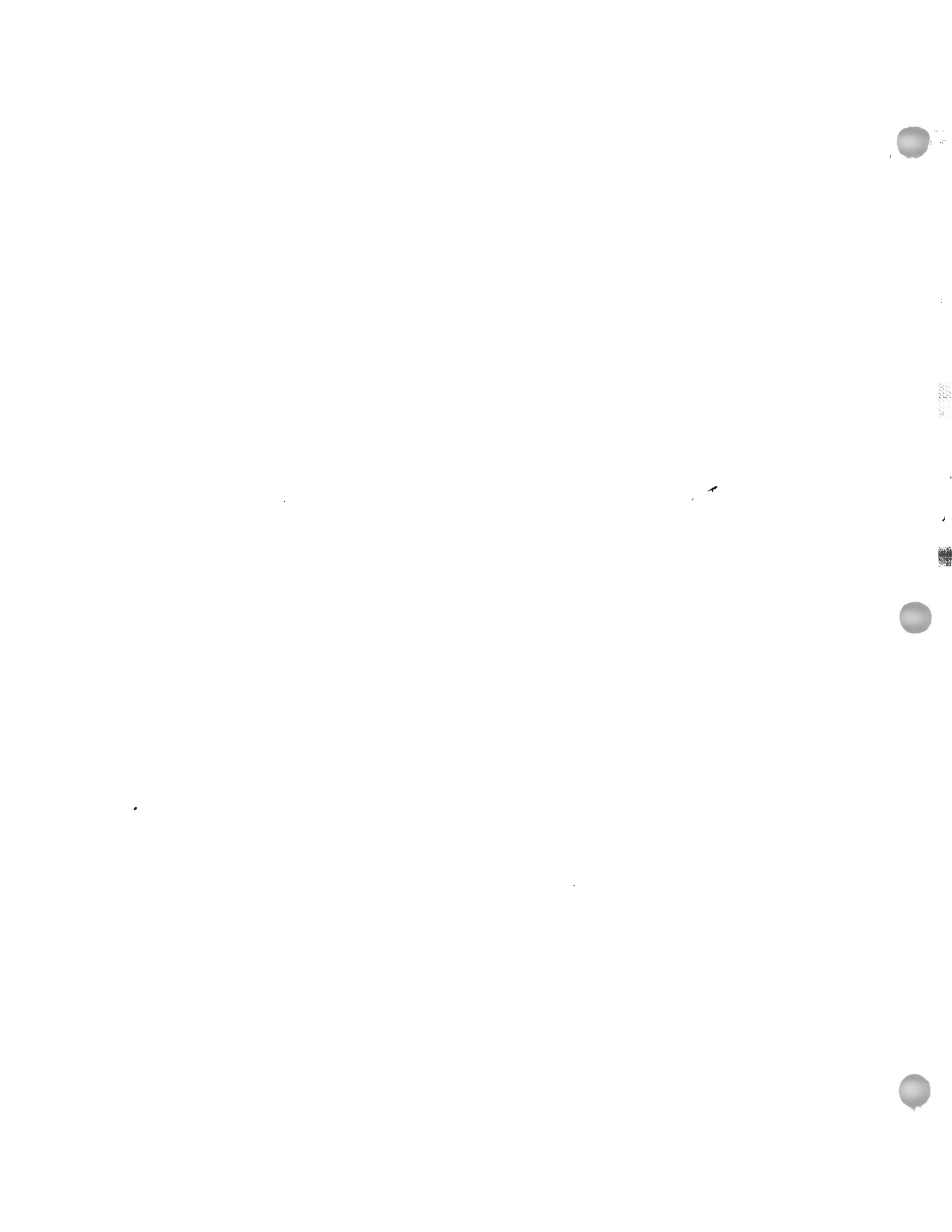
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PREPARED BY --



## LONG BEACH ISLAND

Long Beach Island, located approximately one and one half miles at sea, incorporates six municipalities including Long Beach Township, Beach Haven, Ship Bottom, Surf City, Harvey Cedars and Barnegat Light. Today the Island can be reached by boat or by car via the bridge from Manahawkin to Ship Bottom. The Island, approximately eighteen miles long, is one of the many barrier beaches along the New Jersey Shore and is virtually covered with summer cottages and commercial structures. Little of the Island's natural landscape remains, except for a wildlife preserve at its southern end and a stretch of dunes along Barnegat Light. Small sections of wetlands on the bay side have been preserved.

The first record of Long Beach dates to the 17th century when Henry Hudson sailed the waters off Long Beach, but the Island was not settled until the 18th century. The first settlement was made by whalers at Great Swamp, now known as Surf City.<sup>1</sup> A whaler named Soper was probably the first to come to the Island, however little is known of him except that he sold his land to Aaron Inman of New England sometime around 1800. By 1812 a number of whaling families moved to the shores and by 1823 twelve families including the Inmans, James and Hazelton Cranmer, John Rutter, Jeremiah Sprague, the Mullins and the Stevenses lived there.<sup>2</sup> Whaling families were also thought to have lived at Harvey's Whaling Quarters, three miles to the north, in the early 1700's, but details are sketchy. No one knows who Harvey was, but it is believed that he was one of the early settlers of the Island. The town's name was changed to Harvey's Hommock and several years later to Harvey Cedars.

Some of the early whalers, such as James Cranmer, took in summer

boarders. As early as the Revolution, Philadelphians and others were known to travel to both Tucker's and Long Beach during the summer months, (Tucker's Beach, now under water was located south of Holgate.)<sup>3</sup> At the southern end of Long Beach, Joseph Horner took in guests at his home as early as 1815. Seven years later Horner sold his business to Philadelphia guests who formed the Philadelphia Company Boarding House. This resort was remodeled and turned into a first class seaside hotel. Lloyd Jones later bought the Philadelphia Boarding House in 1847 and soon afterwards abandoned it for larger quarters he built nearby. Thomas Bond bought the expanded hotel in 1851 and renamed it the Long Beach House.<sup>4</sup> In 1822, the same year the original Philadelphia House opened, the Mansion of Health was constructed at the present site of Surf City. This structure was described as being "a large one hundred twenty foot long building which was well kept and supported by a goodly number of inmates."<sup>5</sup> Therefore, by 1823, Long Beach was firmly established as a seaside resort with two large hotels and with many more to follow later in the century. Other buildings were constructed on the Island in the early 19th century. The first house at the northern end of Long Beach is said to have been a small dwelling built around 1800 and later owned by Caleb Parker, known as the "Barnegat Pirate."<sup>6</sup> Bart Sleight built the second home in the 1820's and his second house later became the Herring Hotel run by Jacob Herring. Another early structure included the Harvey Cedars Hotel, built at the old whaling town in 1848. Not until the 1870's, after the establishment of Beach Haven, did a building boom occur.

In 1874, Beach Haven was established by A. R. Pharo of Tuckerton a few miles north of Bond's Hotel. Three structures were built that year including two houses and the Parry House Hotel. Pharo, who saw the need for

a town on the Island, boosted Beach Haven as a hay fever sufferer's resort. With the help of the owners of Burnham, Parry, Williams and Company, (later the Baldwin Locomotive Works), Pharo organized the Tuckerton and Long Beach Building Association to promote the development of the town. In 1876 the Engleside Hotel, which stood until 1943, was constructed. Guests and other visitors arrived in Beach Haven by steamboat from a spur of the Tuckerton Railroad and travelled from Dock Road to the hotels and cottages by horse jitney and later by a trolley which ran along Beach Avenue and later Atlantic Avenue. The success of the Parry House and Engleside Hotel stimulated the construction of new hotels, boarding houses and cottages. The Magnolia and Ocean Houses on Centre Street were built in 1877 and by the early 1880's the large four hundred occupancy Baldwin Hotel was constructed to replace the Parry House which was destroyed by fire. Later in the century, after a branch from the Tuckerton Railroad was laid to Beach Haven, the Beach Haven House and small boarding houses were built to accommodate the growing summer crowds.

Beach Avenue, the 19th century commercial center, was lined with businesses which served the visitors and summer residents. Other business establishments were located in the Engleside Hotel block and later along Bay Avenue.

In 1881, the owners of the Baldwin Locomotive Works built grand homes along Coral Street for their own use. Other cottages had previously been built along Second, Third, Centre, Engleside and Amber Streets.

By 1882 the Holy Innocents Mission Church was constructed by the Parry family at Engleside and Beach Avenue. At the turn of the century a number of other churches were founded, including a Methodist church at Centre and a Catholic church at 4th Street.



The visitors to Beach Haven could enjoy a number of activities. The Engleside Hotel had tennis courts and the Beach Haven Yacht Club, founded in the 1880's ran cat-boat races and social events. Other clubs included the Corinthian and Gunning Club founded in the late 19th century and Little Egg Harbor Yacht Club established in 1912. A movie theatre opened on Third Street in the first years of the 20th century. The boardwalk along the ocean was built in the same era, but unlike most boardwalks, only the mildest of amusements and small shops could be found. <sup>7</sup>

The Acme bar, located at the end of Dock Road was a popular night spot. In the early 20th century a hotel and restaurant were added to the bar and famous people, including Lou Gehrig, John Barrymore and Babe Ruth are said to have patronized the establishment. <sup>8</sup>

The success of Beach Haven spurred the development of other communities on the Island. Barnegat Light, first known as Barnegat City, was organized around the lighthouse constructed there in 1859. Houses had been built in the northern part of the Island as early as 1800, however the Barnegat City Beach Association was founded in 1881 to further promote settlement. Similar to the Tuckerton Long Beach Building Association, the company operated a steamboat which ran from the mainland to the new town for the convenience of visitors. Twenty cottages were built along the cedar shores and three hotels were soon constructed, including the Oceanic, the Sun Set and the Social. Barnegat City was connected by railroad to the mainland in 1886 and development of the resort continued. <sup>9</sup> Other smaller areas began to grow in the 1870's - 80's in the wake of the Beach Haven and Barnegat Light development. Long Beach City, founded at Great Swamp in 1873, was located at the site of the Mansion of Health. The name of the town was soon changed to Surf City due to its confusion with the whole Island. The hotel burned in the

early 1870's, causing a hiatus in development until the construction of the railroad in 1886 and the erection of the Mansion House Hotel in 1887. Harvey Cedars also grew in the 1870's. The Atlantic House, now destroyed, was built in 1877 for those interested in swimming, fishing and hunting. With the railroad came the construction of a railroad station, water tower, windmill and roundhouse.

New communities also developed as a consequence of the railroad, hotels and other buildings were constructed along the beach. In 1882 the Peahala Club, a gunning organization, was established a few miles north of Beach Haven. This structure soon gave rise to a resort of the same name at that location. Spray Beach, first known as Waverly Beach or Cranberry Hill, was purchased in 1890 by W. S. Ringgold and J. L. Long, who built three cottages, one of which was turned into the Spray Beach Hotel. The hotel attracted new residents and by the late 1890's Spray Beach had twelve homes and a church.

Ship Bottom developed in the late 19th century around the life saving station established there earlier in the century. In 1898 only one house, that of Captain Wesley Truex, stood in the area, however by 1914 two railroad stops and many small cottages had been built. The borough of Ship Bottom, named in 1817 after a ship which came ashore bottom up, was later formed from five areas known as Bonnie Beach, Bonnet Beach, Edgewater Beach, Beach Arlington and Ship Bottom.

The area known as Loveladies was named in the 1870's. The Federal government established the life saving station in 1871 and named it Lovelady due to its proximity to Lovelady's Island in the bay. Thomas Lovelady of Barnegat was a well-to-do Englishman who named the Island after himself and used it for bird and duck hunting. In 1886 a railroad stop was established at the life saving station. The Loveladies Gunning Club was also founded in

the area in the late 19th century. Brant Beach, now part of Long Beach Township, was organized by real estate developers who built a railroad station at Stanton Avenue in the 20th century. Beach Haven Terrace was also established by real estate developers in the early 20th century. In 1911 the Fidelity Real Estate Company also built a station to help lure visitors and new residents to the area. However, not until the construction of the highway bridge at Ship Bottom in 1914 did these smaller communities begin to bloom. Also at this time the first road connecting the Islands' towns and settlements was established. Competition with new communities and the need for activities caused the creation of yacht clubs at many of these new towns. Some of these included the Spray Beach, the Beach Haven Terrace and the High Point (Harvey Cedars) yacht clubs.

As earlier stated, the establishment of the life saving stations also helped developments along the shore. These stations, built for the rescue of ships in distress were first manned by volunteers and in the 1840's the U. S. Government enacted a series of laws establishing stations along the Atlantic coast. Perrine of Harvey Cedars and Bond of the Long Beach House, both hotel keepers, had "Houses of Refuge" for those who were shipwrecked along the shore in the mid-19th century.<sup>10</sup> The first station of this sort was built at Harvey Cedars and was later moved to Beach Haven, where it still stands on Old Dock Road. Six stations were built by the government in the 19th century at Barnegat Light, Loveladies, Harvey Cedars, Ship Bottom, Spray Beach and Beach Haven. Although many of the stations no longer stand, stations which date from the 1870's stand at Loveladies and Ship Bottom. Other stations from the turn of the century stand at Spray Beach, Harvey Cedars and Beach Haven Heights.

The residents of Long Beach Island have always benefited from the

Island's proximity to the sea and its agreeable summer climate. Whaling was the first industry, later replaced by fishing due to the scarcity of whales along the coast. Point fisheries were established at Ship Bottom and other locations along the shore in the late 19th century, as were salt hay and seaweed industries. With the coming of the railroad in 1886 these industries were developed since the goods could be hauled to the mainland. Small fishing docks and fisheries can still be found at Barnegat Light and Beach Haven. Reminders of this industry can be found along the bayshore in Beach Haven where docks and small fish store sheds exist. In the 1920's the Independent Fishery at Barnegat Light, the first cooperative fishery in the United States, was established by a group of Scandinavian fishermen. The buildings are now partially occupied by "Viking Village" (small arts/craft shops.) Farms also existed along the Island in the 19th century. The Shelbourne Farm located south of Beach Haven extended from ocean to bay raising livestock and growing crops. The farmhouse now stands at Liberty Avenue and is surrounded by small 20th century cottages. The Gale Farmhouse also stands as a reminder of this lifestyle on Beach Avenue in Beach Haven Gardens.

The summer resort, first started by the whalers and other early settlers, has remained the principal source of income for the Island. Although few large hotels exist, as in the late 19th and early 20th centuries, every community today contains rental units and motels for the summer visitor.

A wide range of building types can be found along Long Beach Island. Today, vernacular and high-style structures built in the late 19th century remain on the Island. In Beach Haven, large summer cottages constructed for the upper class can be found. These buildings are typically two and one half story clapboard or shingled Victorian cottages containing elaborately turned

porch elements, turrets, combination hip and/or gable roofs and incised decorative designs. Beach Haven also contains vernacular buildings often with some reference to styles such as the Victorian Queen Anne or Victorian Gothic. These vernacular buildings can be found throughout the length of the Island, usually sided of natural wood shingle and with open porches and 2/2 windows.

Barnegat Light contains summer cottages which were constructed by local builders and have elements similar to the high-styled cottages in Beach Haven.

The early buildings of Harvey Cedars and Ship Bottom are similar in size and design. Both towns have small one or two story vernacular structures, many of which were built of driftwood and insulated with seaweed. Ship Bottom is unique since its structures were built on narrow lots and often contain lean-to sections. Many pivotal structures are found throughout the Island. Some of these unusual buildings can be found in unexpected places such as trailer parks and mid-20th century communities. The life saving stations are among the relatively few structures on the Island designed by architects. These buildings however, contain elements common to the area including open porches, shingled exteriors and towers. A 19th century water tower, once a common sight along the shore, can be found south of Beach Haven.

Other important structures include the Harvey Cedars Hotel, the last remaining 19th century wood frame hotel on the Island. Like the cottages of the 19th century, shingles and open porches were employed in its design. Perhaps the earliest structure (c.1854) on the Island is the lighthouse, which still stands at the northern end at Barnegat Light.

Today, Long Beach Island is densely settled with small cottages, most of which date from the mid 20th century. Natural disasters and man have destroyed much of the 19th century architecture, however early structures are still scattered in communities throughout the Island. Two large concentrations of 19th

century architecture remain at Beach Haven and Barnegat Light. Unlike most modern homes on the Island the remaining 19th century structures are built to take advantage of sea breezes and afternoon shade. These features plus special attention to details, and quality building materials helped to make these homes some of the most popular structures on Long Beach Island.

LONG BEACH ISLAND

FOOTNOTES

- 1 Charles E. Nash. The Lure of Long Beach. (Long Beach Island: The Long Beach Board of Trade, 1936), p.42.
- 2 Ibid.
- 3 Edwin Salter. A History of Monmouth and Ocean Counties. Bayonne: E. Gardner and Son, 1890), p.304.
- 4 Ibid., p.79. (Sara Thompson's journal indicated that Horner had a boarding house on the beach in 1809.)
- 5 Ibid.
- 6 Ibid., p.81
- 7 Frederic Cramer. Long Beach Island, its Pictorial Past. (Toms River: Ocean County Historical Society, 1971.)
- 8 "Acme Hotel", The Summer Times, July 20, 1977.
- 9 Bayard Randolph Kraft. Under Barnegat's Beam, (New York:, 1960) p.71
- 10 The Lure of Long Beach, p.82.

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# PLAN OF BARNEGAT CITY, SITUATED AT BARNEGAT INLET, N. J. LONG BEACH.

THE REGULAR SIZE OF LOTS IS 50 FEET FRONT BY 125 FEET DEEP

**BARNEGAT CITY** situated on the north end of the island, formerly known as Long Beach. This island is twenty miles long, one mile wide and has an area of several feet higher than any other island located on the New Jersey coast. It is bounded on the north by the Barnegat Inlet, on the east by the Atlantic Ocean, and on the south by Barnegat Bay.

**RAILROAD**—The Atlantic Ocean Coast Line, which is operated by the New York, Jersey and Delaware Bay Railroad, runs through the city.

**CLIMATE**—DELIGHTFUL in all seasons, especially in the winter, when the temperature is usually in the 50's and 60's.

**BATHING**—SABRE, with a broad, hard, and most magnificent beach.

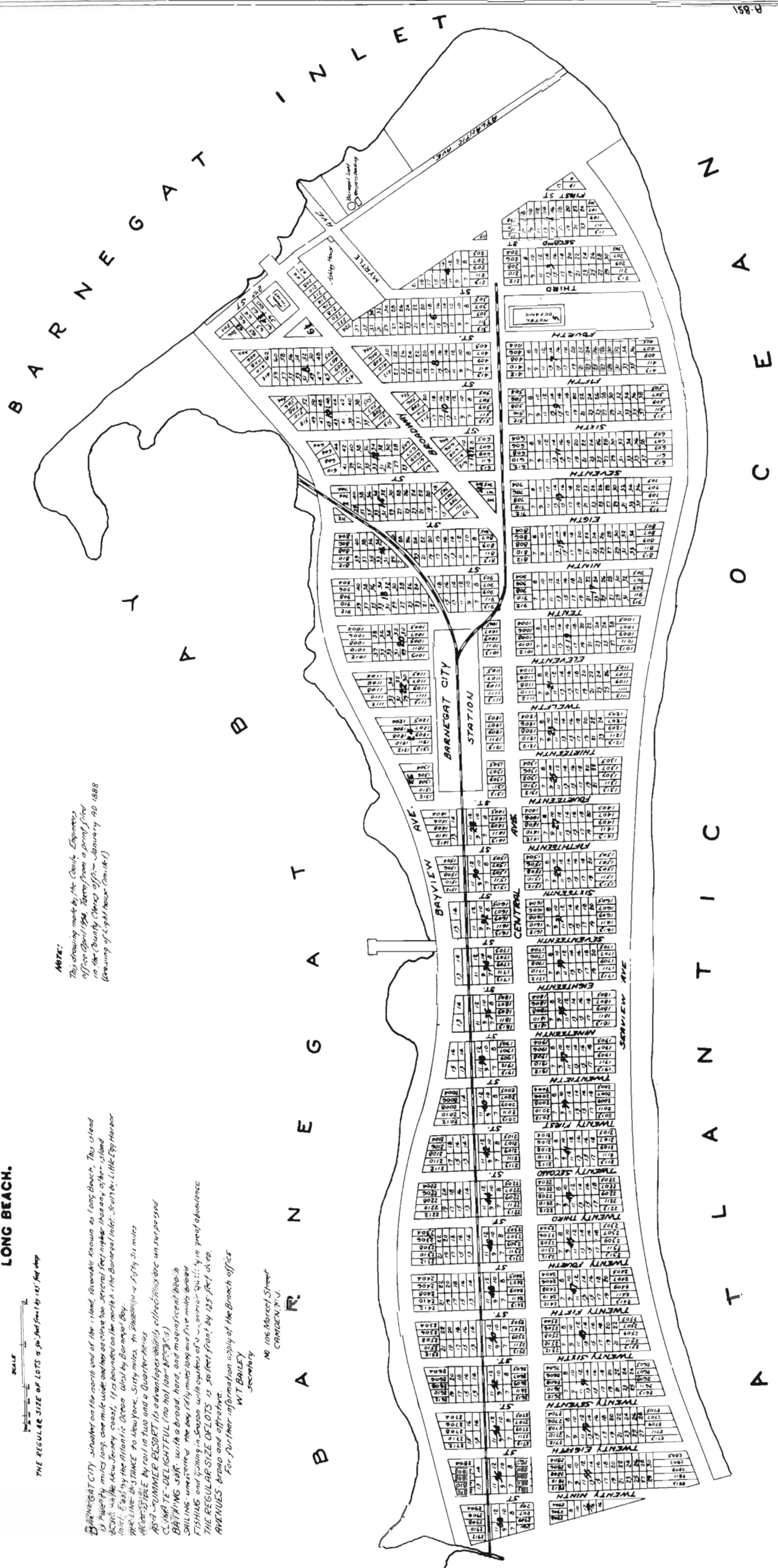
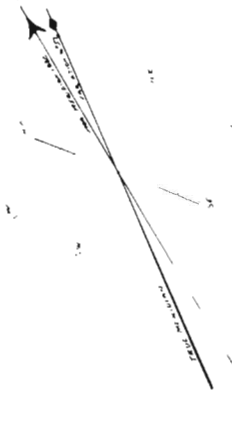
**FISHING**—and fishing in season with catches of various kinds.

**THE REGULAR SIZE OF LOTS**—50 feet front by 125 feet deep.

**AVENUES**—Broad and attractive.

For further information apply at the Branch office  
W. T. BAILEY  
Secretary

106 Market Street  
CAMDEN, N. J.



**NOTE:**  
This drawing made by the Civil Engineer's office April 1904, taken from a plan filed in the County Clerk's office—January 20, 1888 (Drawing of Light House (No. 14-1))