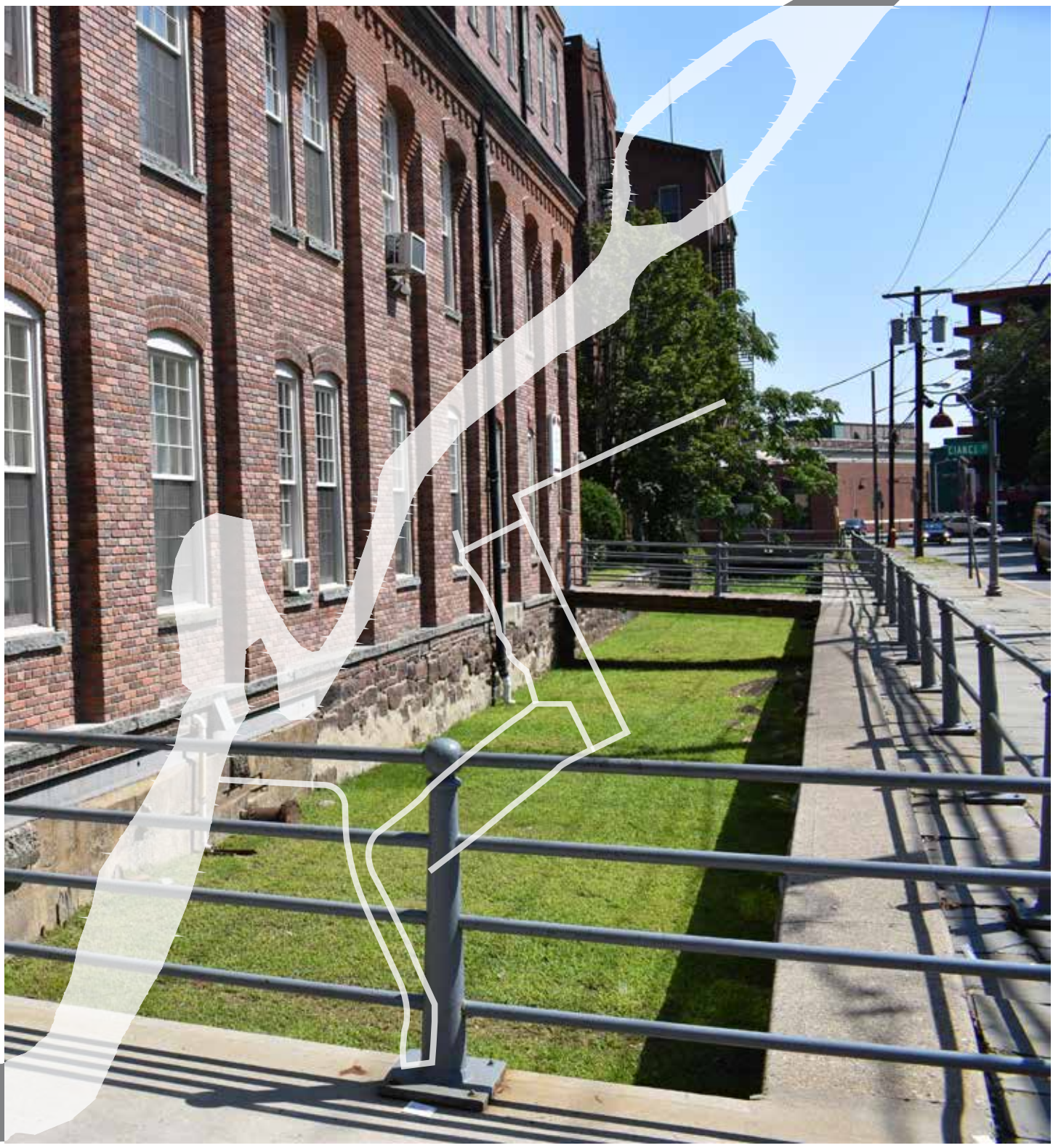


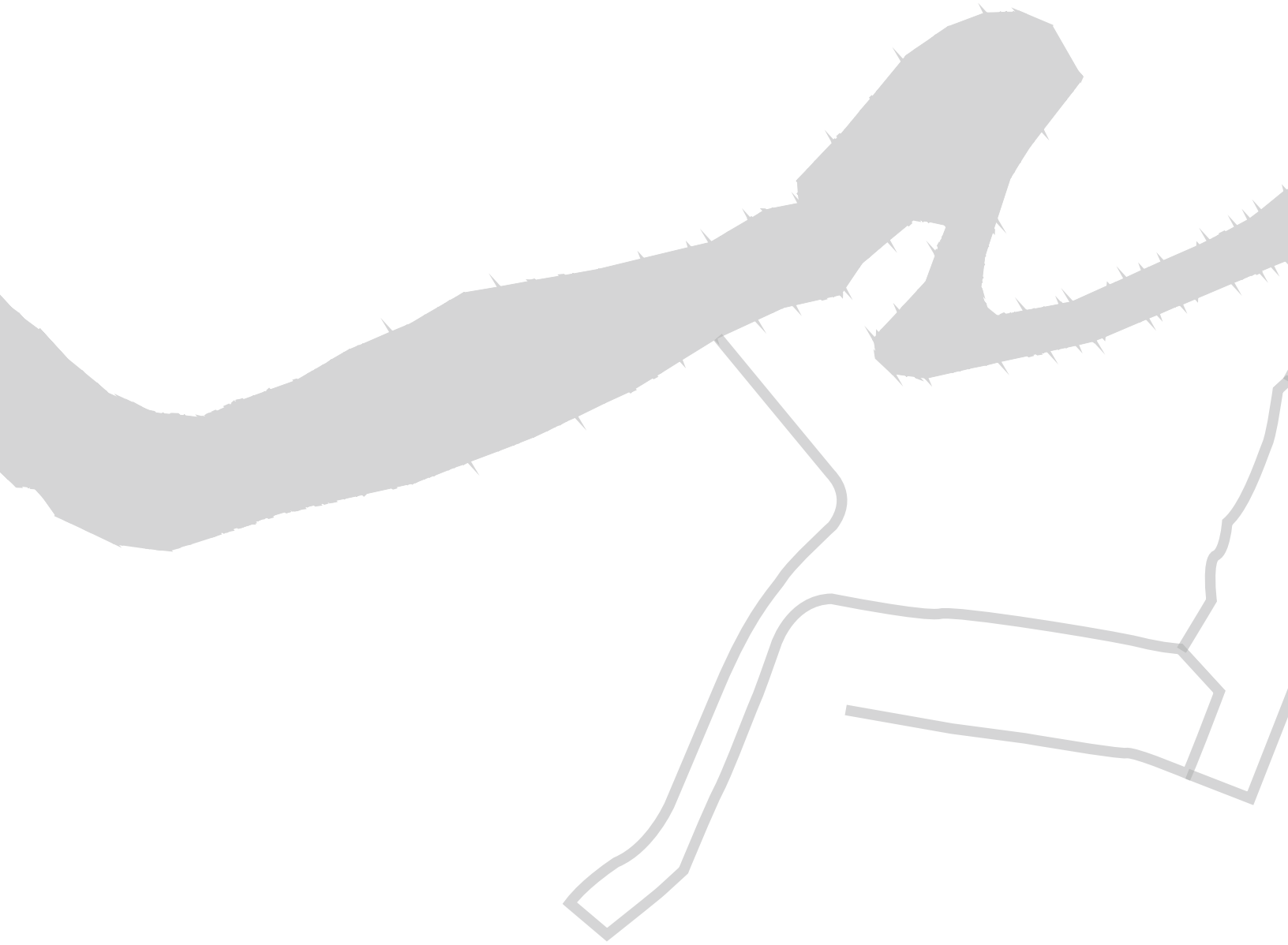
GREAT FALLS nhl historic district

Resource Inventory + Integrity Evaluation Report

Prepared for the National Park Service + the Organization of American Historians

University of Pennsylvania, School of Design

November 2017



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Project Background and Scope

The purpose of this project was to provide information that will be used by the National Park Service to revise and update the Great Falls of the Passaic/S.U.M. NHL District. The project resurveyed the 108-acre district to develop an inventory of individual resources, produce descriptions and photographs of contributing resources, and expand the historical narrative of the district. This project also used historical research and fieldwork to identify potential areas of expansion for: historic contexts and areas of significance; periods of significance; and district boundaries.

The project surveyed the condition and integrity of the district since it was last documented in the 1976 and 1986 NHL nominations and the 1973 and 1975 HAER reports. Since its documentation, the district has undergone many changes that have impacted the integrity of many contributing resources and the district as a whole, including demolitions, alterations, adaptive reuse, and new construction. The survey documented these changes, particularly as they apply to contributing resources. As part of the integrity survey, the project also documented historic and current building use types of contributing resources.

Project Team

Randall Mason served as principal investigator for the project. Molly Lester was the Project Manager, overseeing the research, fieldwork, inventory management, mapping, and creation of the final report. Julia Cohen assisted as the Graduate Intern, contributing key elements of research and fieldwork to the final report.

Methodology and Data Sets

The project team conducted fieldwork over three days in the summer of 2017. On foot, the Project Manager and Graduate Intern photographed each property and noted resource condition, integrity, and use (historic and current) for existing resources within the historic district boundaries, and made note of resources that have been demolished since previous surveys. In a survey of the district's perimeter, the project team documented additional resources that could contribute to the historic district if the boundaries were expanded.

The Project Manager and Graduate Intern conducted historical research of primary and secondary sources - including historic documents, aerial photographs, previous surveys, and the NHL nominations - to prepare the resource descriptions and identify additional resources that

could contribute to the district. They also conducted informal interviews on potential areas of significance, periods of significance, and boundary expansions with representatives of the National Park Service, City of Paterson Department of Economic Development (Historic Preservation Division), and the Hamilton Partnership.

The GIS datasets for hydrology, historic district boundaries, and parcel data were downloaded from the State of New Jersey's open data website (www.njogis-newjersey.opendata.arcgis.com). In the Resource Inventory Spreadsheet, columns shaded gray indicate inherited data from the Open Data shapefiles. Based on this inherited data, which is somewhat outdated, certain properties could be identified as demolished since the time of the last mapping update; these properties are noted as such on the appropriate maps for this report. However, they do not represent all of the demolitions ever undertaken within the historic district boundaries.

Throughout this report and in the associated maps and spreadsheets, resources are referred to by name and by Resource ID, a unique identifier. ID numbers begin at 01 with the Upper Raceway and continue through all the resources within the original historic district boundaries (01-74), then proceed to the resources within the amended boundaries (75-102); Resource 103 was historically located within the amended boundaries but has been expanded and now straddles the district boundary. Resource 104 is associated with the Argus Mill boundary extension. Resource IDs #105 through 189 are assigned to buildings/structures outside, but adjacent to, the current historic district boundaries; they may be candidates for contributing/non-contributing structures within an expanded Great Falls S.U.M. Historic District. Based on this sequencing, the Resource ID should suggest the status of each building or structure: within the original district; within the amended district; within the Argus Mill extension; or possible district boundary expansion.

The resource addresses named in the inventory spreadsheet are mailing addresses or street names (in cases where the resource does not have a particular address, e.g. Upper Raceway). They do not necessarily correspond with the street address associated with the tax parcel.

For the maps included in this report, building footprints were individually drawn based on current aerial photographs and fieldwork data. Their dimensions and location should be considered approximate. Footprints may vary between individualized structures/additions vs. interconnected buildings that are treated as one resource, based on the judgment of the Project Manager. Resource descriptions and the assigned Resource IDs vary accordingly.

Designation History

The industrial area around the Great Falls of the Passaic has received several designations, many of which overlap, in recognition of the significance of the area's historic resources. The Great Falls of the Passaic/Society for Useful Manufactures (S.U.M.) Historic District was first nominated to the National Register of Historic Places in 1970, with an addendum in 1975 to expand its boundaries and include additional resources. In 1976, the district was designated a National Historic Landmark (NHL), and in 1986, the boundaries were further expanded to include the Argus Mill. The district is designated for its national significance in the areas of industry and engineering.

Other National Park Service-designated resources in the immediate area include:

- **Great Falls of Paterson-Garret Mountain National Natural Landmark**, designated in 1967 and expanded in 1976
- **Paterson Public School Number Two (No. 2)**, listed in the National Register of Historic Places in 1978
- **Daniel Thompson and John Ryle Houses**, listed in the National Register of Historic Places in 1981
- **Paterson Downtown Commercial Historic District**, listed in the National Register of Historic Places in 1999
- **Hinchliffe Stadium**, listed in the National Register of Historic Places in 2004 and individually designated as a National Historic Landmark in 2013
- **Paterson Great Falls National Historical Park**, authorized in 2009

Documentation History

This area has been the subject of several surveys in recent decades, including the following reports that were particularly useful to our project. See the Bibliography for additional resources that were consulted.

2016 – Paterson Great Falls National Historical Park: Draft General Management Plan and Environmental Assessment. Produced by the National Park Service.
2015 – Archeological Overview and Assessment of the Paterson Great Falls National Historical Park, City of Paterson, Passaic County, New Jersey. Prepared by the National Park Service, Northeast Region Archeology Program.
2015 – Intensive-Level Architectural Survey of the South Dublin Neighborhood, City of Paterson, Passaic County, New Jersey. Prepared for the City of Paterson Division of Historic Preservation by Hunter Research.
2014 – City of Paterson Master Plan, Historic Preservation Element. Prepared by Heyer, Gruel, & Associates.
2013 – Paterson Raceways Research and Documentation Report: Paterson Great Falls National Historical Park. Prepared by the National Park Service.
2012 – Intensive Architectural Survey Inventory and Conditions Assessment of Industrial Mill Buildings Outside of the Great Falls Historic District, throughout the City of Paterson, Passaic County, New Jersey. Prepared for the City of Paterson Historic Preservation Commission by Hunter Research.
2008 – Great Falls State Park Master Plan. Prepared by Field Operations.
2008 – To the Health and Comfort of the Citizens: John Ryle, the Passaic Water Company, and Water Supply for Paterson, 1790-1900. Prepared by Russell I. Fries.
November 2006 – Great Falls Historic District Special Resource Study. Prepared by the National Park Service.
1983 – Phoenix Mill (HAER NJ-4). Prepared by the Historic American Engineering Record.
1977 – The Great Falls Raceway and Power System, Paterson, NJ: National Historic Mechanical and Civil Engineering Landmark. Prepared by the American Society of Civil Engineers.
October 1979 – Three Historical Briefs on: Essex Mill, Franklin Mill, Phoenix Mill, Paterson, NJ. Prepared by the City of Paterson Department of Community Development.
1974 – Great Falls S.U.M. Power Canal System (HAER NJ-2). Prepared by the Historic American Engineering Record.
1973 – Great Falls-S.U.M. Survey: A Report on the First Summer's Work. Prepared by the Historic American Engineering Record and the National Park Service.

History of Paterson and the Society for Useful Manufactures (S.U.M.)

The following history is excerpted from the Great Falls Historic District Special Resource Study *(National Park Service, 2006), to offer context for this report's maps and recommendations. For further information, including historic images, refer to the original report.*

The Context for Early Industrial Growth in America

The industrial revolution began in England with technological advances in textile productions. During the mid-eighteenth century the production of woolens was England's chief industry, the first stages taking place primarily in the homes of individual spinners and weavers, then finished with bleaching and fulling in small mills with water power. Fulling involved removing grease and oils from wool, using a tub filled with water and detergent, after which a water wheel powered pair of wooden mallets would beat the cloth in the tub for days, shrinking the cloth and compacting the weave. Clothiers facilitated the movement of the farmer's wool to the homes of the spinners and weavers, and then to the tiny fulling mills. Entire families were engaged in this manufacture and sustained by its income.

The first step in speeding the process towards industrialization was the invention of the flying shuttle, by John Kay in 1733. The flying shuttle allowed one man to operate a loom, rather than two as had previously been required. In 1769 Richard Arkright, building on the work of Lewis Paul, developed an automatic spinning machine. In 1774, a mill was set up to use Arkwright's machine. Improvements followed quickly, leading to James Hargreave's "spinning jenny" and then to the "spinning mule" developed by Samuel Crompton. This led to an excess of yarn, which was addressed by Edmund Cartwright's inventions and patents for mechanical weaving machines in 1785 and 1787.

A need arose for greater amounts of power required for these machines. Waterpower had been utilized for fulling mills since the Middle Ages. However, since the topography and waterways of England were not sufficient to produce the necessary power for larger operations, England turned to the development of the steam engine to power its textile mills. In the United States, the use of steam engines in manufacturing trailed because there was abundant and cheap water power, and good site selection on any number of rivers preempted the need for the more expensive steam power for many more decades.

Technological advancements also affected the supply and distribution of labor, which had initially been centered in the rural economies of the manor, where raw materials and labor were in close proximity, and an established pattern of home manufactures and local trade that existed since the Middle Ages. The early fulling mills, which relied on water power produced from available streams,

were also rurally located. The new manufacturing technologies led to the demand for concentrated labor and development of early manufacturing cities, such as Manchester. Later, as the steam engine eliminated the siting constraints inherent in waterpower, manufactures moved to existing urban areas and concentrations of labor.

Many of the thirteen colonies in North America were established in part to further the mercantile ambitions of England, specifically by supplying raw materials to English manufactures, and a market for the finished manufactured goods. Early colonial outposts were generally established in ports that could support this exchange. In order to maintain that profitable status quo, England endeavored to obstruct manufacturing in the colonies.

Protectionist legislation advanced by the English manufacturers and labor interests had an enormous impact on the economic configuration of the colonies, banning exports of manufactured goods from their shores. Among them included the Woolens Act of 1699 that prohibited colonial export of woolen cloth and the Hat Act of 1732 that prohibited colonial export of hats. Additionally, technology and the skilled labor familiar with the new industrial technologies were banned from export from English shores. Capital necessary to fund the establishment of manufactures was controlled by European capitalists and banks.

The lack of American banks significantly impaired the establishment of credit, not only personal, but public credit. The Banks of England and Amsterdam, among others, underwrote not only manufacturing at home, but mercantile adventures abroad in the various colonies. As Alexander Hamilton wrote in a 1781 letter to the fledgling nation's new superintendent of finance, Robert Morris, such banks underwrote state power by financing the English military with a "vast fabric of credit." National credit was necessary to underwrite functions of government, as much as a system of personal credit and capital were necessary to establish new manufacturing and mercantile endeavors. These issues dogged American manufactures into the early years of the Republic.

Two other factors would eventually affect the potential for manufactures as the colonies broke away from British rule: raw materials and labor. Initial forays into mechanized textile labor identified women and children as sources of cheap labor, children being employed by Arkright in his early mill. In colonial America the extraction and production of raw materials for export were initially the chief demand for labor. The population of the colonies was limited, and economic growth depended on indentured servants, enslaved Africans, and new immigrants.

Business companies were slow to start. The first American business company was probably The New London Society United for Trade and Commerce, chartered in 1732-33. While there is question about its corporation status, it carried on many trade activities. Companies in colonial America were to become more common and dealt in various industries such as fishing, mining, simple manufactures, banking, land, trade with "Indians," and transportation.

Manufacturing companies were few in number, but existed as early as 1642, such as the Massachusetts Undertakers of the Glass Works. Over one hundred years later in 1748 the United Society for Manufactures and Importation formed in Boston to produce linen, followed closely in 1751 by the Society for Encouraging Industry and Employing the Poor in the same city. In 1775 the United Company of Philadelphia for Promoting American Manufactures was formed and

manufactured chiefly linens. While some ventures were already underway, not one had set out to aggressively pursue large-scale manufacturing on par with that of Britain.

The protectionist conditions established by England were fully in place when the American colonies began to establish their freedom from the Crown. During the Revolutionary War, access to capital and supplies were major limitations in the struggle for nationhood. The end of the conflict found the emerging nation in a newly established Confederation, seriously encumbered by debt, without unified power to generate revenue, lacking an effective executive, and fragmented along state lines with each state largely determining economic policy in accordance with its own self interest. It was not until soon after the U.S. Constitution was ratified in 1789 that America seriously began its journey towards economic, as well as political independence. Events adjacent to the Great Falls in Paterson, New Jersey were the basis for a significant early chapter in our national industrial history.

The first real step in America's industrial revolution, however, took place in another former colony – Rhode Island. Samuel Slater, born in 1768 in the County of Derbyshire, England, arrived in New York in 1789. Slater had apprenticed in England under Jedediah Strutt, a partner of English textile manufacturing's noted technology pioneer, Richard Arkwright. Despite the embargo on emigrating skilled workers, Slater managed to sail to the United States under false pretenses. Immediately upon arrival, he gained employment in a small textile mill in New York City. He soon learned of manufacturing attempts in Pawtucket, Rhode Island by Moses Brown, a Quaker merchant. Brown had established a textile mill with machines of the type invented by Richard Arkwright in England.

Brown and his partners found that operations with the machinery were flawed and sought someone more experienced in textile machines to lead the enterprise. Slater came to Pawtucket, rebuilt part of the equipment, and convinced Brown to replace it and start anew. Two years later, the mill was so successful that a new water-powered mill was designed and established for the purpose of manufacturing textiles in 1792. Now known as "Old Slater Mill," it is a nationally significant resource of the John H. Chafee Blackstone River Valley National Heritage Corridor. It was designated a NHL in 1966. Soon after Slater's success, similar manufacturing efforts would take hold and grow throughout New England. Alexander Hamilton, the nation's newly appointed first Secretary of the Treasury followed these events closely.

Alexander Hamilton and the Society for Establishing Useful Manufactures

In the same lengthy 1781 letter to Robert Morris cited previously, Alexander Hamilton had argued that an attack on English credit could be a surrogate attack on England's military, resulting in a withdrawal of the financial support underwriting its ventures— particularly since English citizens were already heavily taxed and could not alone support the military. Hamilton laid out other economic reforms necessary for ensuring not only victory over the English, but the advancement of a multitude of American socio-economic interests. Key to these reforms was the establishment of a national bank, and the restoration of national credit. Morris, who had just received approval from Congress for establishing the Bank of North America, responded favorably to Hamilton, establishing common grounds for an early friendship. This letter was Hamilton's entrance upon the stage of American economic development. Alexander Hamilton is arguably the architect of the American economic system, as well as a leading proponent of a unified central government. His background is somewhat obscure. Born in the British West Indies (believed to be Nevis), he is thought to have arrived in New York City circa 1772 or 1773. He entered Kings College but did not

graduate due to the outbreak of the Revolutionary War. He became fully engaged in the conflict when he was appointed a captain of artillery. In 1777, he rose to prominence while serving as a key aide to General George Washington.

Hamilton came to know New Jersey well during his war experiences, having participated in the November 1776 retreat from New York and across the Delaware River into Pennsylvania, the battles of Trenton and Princeton, the Morristown encampments and the Battle of Monmouth. Following his military service, Hamilton was a representative to the Continental Congress and vocally advocated for reform of the ineffective Articles of Confederation and the convening of a constitutional convention. Hamilton's thinking was always national in scope. He wrote many of the Federalist Papers justifying the Constitution. As the nation's first Secretary of the Treasury, he authored numerous reports that were instrumental in shaping the financial and economic future of the United States such as the Report on Public Credit, Report on a Plan for the Further Support of Public Credit, Report on the Bank, Report on Establishing the Mint, and the Report on Manufactures.

Of particular importance to this Special Resource Study is the December 1791 Report on Manufactures. Hamilton set forth multiple arguments in the report on the importance of stimulating American manufacturing. In contrast to the beliefs of Thomas Jefferson and others regarding the need to maintain an agrarian society, Hamilton argued that agriculture does not fully employ the workforce available, that industry would help to attract immigrant workers to the fledgling nation, and that the diversification of the economy would greatly strengthen the nation's ability to survive and prosper. He also advocated the use of women and child labor and protective tariffs.

Scholars have long offered the proposition that Treasury's assistant secretary, Tench Coxe, participated in the drafting of the report. Coxe was a noted advocate of manufactures and active in a Pennsylvania society for this purpose before his appointment. The report, unlike Hamilton's many others, was not received favorably by Congress, largely due to opposition from then Secretary of State Thomas Jefferson, James Madison and the Republican Party. Many prominent citizens, too, were skeptical of the fledgling nation's ability to raise capital and begin manufacturing at a sizable scale. The report contained an interesting note that:

> It may be announced, that a society is forming with a capital which is expected to be extended to at least a million dollars, on behalf of which measures are already in train for prosecuting on a large scale, the making and printing of cotton goods.

Shortly before issuing the report, Hamilton had joined in supporting Coxe's plan for a manufacturing society operated by private interests enjoying the support of government. A prospectus for the Society for Establishing Useful Manufactures (S.U.M) was drawn up, most likely a collaborative effort by Hamilton and Coxe, and published on April 29, 1791. (Chernow, p. 372).

The prospectus expounded on Hamilton's arguments for manufacturing more finished products by corporations, even using public subsidy if necessary. It called for the establishment of an entire town supported by private investments and devoted to the Society's manufactures producing a multitude of different products from linens to paper to beer. While no specific site was mentioned, Hamilton viewed New Jersey as the logical place for the venture due to its proximity to financial interests in New York and Philadelphia, an available labor force and abundant water power.

The S.U.M convened in New Brunswick for its first meeting in August 1791. Directors were selected and included William Duer as governor, as well as John Dewhurst, Elias Boudinot, Alexander Macomb, Royal Flint, Benjamin Walker, Nicolas Low, John Bayard, John Nelson, Archibald Mercer, Thomas Lowring, George Lewis, and More Furmans. Seven were from New York and six from New Jersey. Most were financiers and the board lacked experienced membership in actual manufacturing.

William Duer, the S.U.M. governor had been an assistant to Hamilton at Treasury prior to Coxe and was a prominent businessman of the time. Duer was raised and educated in England and moved to New York as a young man in 1768. He was known for a friendly disposition and eloquence that aided in his successes. During the Revolutionary War, he served as a deputy adjutant general for the New York troops and also on the New York "Committee of Correspondence." He became a delegate from New York to the Continental Congress, and was later appointed to the Board of War. He was particularly known to be prone to speculative ventures and a key figure in the corrupt Scioto Corporation, an infamous group of land speculators in Ohio from 1789-1792.

The name of the new manufacturing town, decided upon before the site was selected, was to be "Paterson" after William Paterson, New Jersey's governor. With Paterson's support, the Assembly and Council of New Jersey quickly awarded the S.U.M a liberal charter conveying exceptional powers.

With the signing of the charter by Governor Paterson in November 1791, New Jersey agreed to be the location of what many observe as the most ambitious commercial undertaking of that era. Hamilton is believed to have been heavily involved in drafting the charter. The charter gave enormous power to the S.U.M., including exemption from local taxes and the right to improve rivers, build canals and charge tolls. Article III of the charter provided "that the said corporation shall not deal, nor trade, except in such articles as itself shall manufacture, and the materials thereof, and in such articles as shall be really and truly received in payment and exchange therefore." This was envisioned as no mere business or holding company enterprise, but one that manufactured the products and gathered the resulting profits at a scale previously unknown in the new nation.

Paterson's Beginning

The name of the industrial settlement was already decided upon, but a location had yet to be selected. Hamilton employed a number of persons to seek out the most advantageous location. A letter from William Hall to Hamilton dated September 1791 made the following finding:

> "Sir/ Last night Mr. Mort & myself returned from the Pasaic Falls- one of the finest situations in the world (we believe) can be made there – The quality of te water is good and in sufficient quantity to supply works of almost any extent, every thing necessary as to situation is here to be found…The situation so far exceeds our expectations that We are very desirous you shou'd see it…"

The site was the land adjacent to the Great Falls of the Passaic, a place Hamilton had visited briefly while serving as an aide to George Washington during the Revolutionary War. The site seemed particularly well suited for the start of an industrial city due to the abundant availability of water-power, timber from nearby forests, mineral ore in the surrounding mountains, and proximity to the markets of Philadelphia and especially New York City. In May 1792, the S.U.M. convened with

Hamilton present to officially authorize the purchase of 700 acres of land adjacent to the falls and dispatched a group of directors to purchase the land.

The area around Great Falls was initially inhabited by the Lenni Lenape and colonized by the Dutch in the 17th century. In 1684, fourteen Dutch families split the land into 100-acre lots all facing the Passaic River, with the remainder of land remaining common property. In 1714 a second major division occurred, known as the Boght Patent because of its lay within a bend in the river. Many of these division lines from the Boght are reflected in Paterson's eventual street plan. Plots were then divided vertically, creating strip farms similar to those in New England at the time. While small-scale operations like grist mills sprouted in the rural landscape, the area remained quite pastoral until Hamilton and the S.U.M. selected the site for the industrial City of Paterson. (Renner, p. 2) The S.U.M. bought land above and below the falls to ensure complete control over its water power potential.

The first priority for the S.U.M. was putting into place the infrastructure necessary to provide water power for the vast enterprise. The original plan to construct canals from above the falls and emptying into the river below proved too costly. The S.U.M. embarked on a short-term program to construct a cotton spinning mill, a weaving operation, an establishment for printing calicoes, a sawmill, and housing for workers. (Renner, p.5)

The motives of Hamilton and those of Duer and his associates were different; Duer being driven by speculation and Hamilton additionally interested in demonstrating the value of industry in the growth of the nation. The S.U.M directors were also more narrowly focused, reflecting the smaller-scale operations in which they had experience. Hamilton's biographer, Broadus Mitchell, notes that:

> "The directors were merchants and promoters rather than industrialists. They were used to individual ventures, or to joint action with a friend or two, in brief projects, the outcome of which could be fairly calculated. The SUM was intended to be not only permanent, but expanding, and embraced such varied problems as power development, construction of machinery and plant, recruitment of skill, technological operation, purchase of materials and sales of products, town planning, lease of mill sites, and attraction and housing of settlers." (Mitchell, p.185)

Another problem that the Society faced was the lack of technology and skilled workers. Hamilton and the directors agreed that the best way to get manufacturing underway was to actively seek out skilled English workers to come to Paterson and build the same modern equipment being used in Britain. Despite the English laws of the day and his post as Secretary of the Treasury, Hamilton, along with his assistant Tench Coxe, seemed to have few qualms about pursuing intellectual espionage as a means to ensure success. The goal was simply to get manufacturing up and running as soon as possible.

While pragmatism and a narrow industry orientation guided most of Paterson's development, one fascinating divergence is the appointment of Pierre L'Enfant, the temperamental and extravagant engineer who worked on plans for the nation's new capital city. Despite friendly relations with Hamilton, L'Enfant proved to be a problematic choice. He was under the employ of the S.U.M. for little more than one year and repeated requests by the Society for his plans were left unanswered.

His city plan for Paterson was never carried out, and any actual drawings are lost. He did, however, design water power raceways that would ultimately be modified for use in the City.

During this period, financial panic set back the young nation, particularly in New York, between 1792 and 1793. The panic was largely caused by the massive amount of speculation, much of it by William Duer, the governor of the S.U.M. The S.U.M. was affected significantly, because Duer and other directors had taken or invested S.U.M. funds elsewhere. The effects were instant and a number of the original investors left. Hamilton expressed his concern to Duer in a May 23, 1792 letter containing advice about paying his debts:

> "I hasten to express to you my thoughts, as your situation does not permit of delay. I am of opinion that those friends who have lent you their money or security from personal confidence in your honor, and without being interested in the operations in which you may have been engaged, ought to be taken care of absolutely, and preferably to all creditors. In the next place, public institutions ought to be secured. On this point the manufacturing society will claim peculiar regard. I am told the funds of that society have been drawn out of both banks; I trust they are not diverted. The public interest and my reputation are deeply concerned in the matter."

On May 25th, Hamilton took direct action on behalf of the S.U.M. by seeking a loan in its behalf from the Bank of New York. In his letter to William Seton, Hamilton goes so far as to suggest that the bank will be guaranteed that no loss will occur.

> "My Dear Sir: The society for the establishing of useful manufactures, at their last meeting resolved to borrow a sum of five thousand dollars upon a pledge of deferred stock. Mr. Walker is empowered to negotiate the loan, and I expect application will be made to the Bank of New York for it. I have a strong wish that the directors of that bank may be disposed to give facilities to this institution upon terms of perfect safety to itself. I will add that from its situation it is much the interest of our city that it should succeed. It is not difficult to discern the advantage of being the immediate market of a considerable manufacturing town. A pledge of public stock will completely fulfil the idea of perfect security. I will add more, that in my opinion banks ought to afford accommodation in such cases upon easy terms of interest. I think five per cent. ought to suffice, for a direct public good is presented. And institutions of this kind, within reasonable limits, ought to consider it as a principal object to promote beneficial public purposes.
>
> To you, my dear sir, I will not scruple to say in confidence that the Bank of New York shall suffer no diminution of its pecuniary facilities from any accommodation it may afford to the society in question. I feel my reputation much concerned in its welfare.
>
> I would not wish any formal communication of this letter to the directors, but you may make known my wishes to such of them as you may judge expedient."

Duer was ultimately thrown into debtors' prison in New York and other New York directors felt it necessary to attend to their own personal finances. Subscribers were now unwilling or unable to invest and the S.U.M. lost its early momentum. Duer would languish and die in prison. Hamilton, never fully forsaking the friend that placed his vision in peril, appealed to a creditor in a letter asking for understanding of Duer's unfortunate plight.

Financially crippled, the remaining directors of the S.U.M. turned to Hamilton for guidance. (Mitchell, p. 192) He volunteered his leadership. Until a new superintendent was hired, Hamilton essentially (though unofficially) served as the manager of the Paterson site and as the de facto governor of the S.U.M. all at once.

Recovery and Reversal

The task of immediate recovery was enormous. Despite the obstacles, Hamilton continued to be dedicated to his grand manufacturing experiment. He attended meetings of the board and visited Paterson despite a bout with yellow fever. The directors finally found a replacement and hired Peter Colt, a Connecticut shipping merchant, as superintendent.

Colt, though untrained as an engineer, was brought in to be the superintendent of the S.U.M. in 1793. L'Enfant did not bow to his supervision, and eventually left the site with all of his plans later that year. Colt proceeded, as best as he was able, to continue construction of the industrial buildings as finances would allow. The first, a small frame cotton mill was constructed, but powered by an ox and known as the "Bull Mill." (Shriner, p. 62) A canal was completed in January 1794, and water power became available later that year. The second cotton mill, so long in the plans and constructed of stone and wood, opened in June 1794.

Despite Colt's improved management, the enterprise continued to decline. In 1796, at an emergency meeting, the S.U.M. ceased operations and dismissed the majority of directors from their duty only five years after the signing of the charter. Hamilton's envisioned manufacturing enterprise was to enter a lengthy period of land leasing and water power development enriching other aspiring industrialists. It would never live up to the charge of its far-reaching charter to deal and trade in its own manufactures. As Ron Chernow has concluded:

> "By early 1796, with Hamilton still on the board, the society abandoned its final lines of business, discontinued work at the factory, and put the cotton mill up for sale. Hamilton's fertile dream left behind only a set of derelict buildings by the river. At first, it looked as if the venture had completely backfired. During the next two years, not a single manufacturing society received a charter in the United States. Hamilton's faith in textile manufacturing in Paterson was eventually vindicated in the early 1800s as a 'raceway' system of canals powered textile mills and other forms of manufacturing, still visible today in the Great Falls Historic District. The City that Hamilton helped to found did achieve fame for extensive manufacturing operations, including foundries, textile mills, locomotive factories, and the Colt Gun works. Hamilton had chosen the wrong sponsors at the wrong time." (Chernow, pp. 386- 387)

Another Hamilton biographer, Richard Brookhiser, notes somewhat more bluntly: "The Society for the Establishment of Useful Manufactures never recovered, and the 'Report on Manufactures' was a dead letter." (Brookhiser, p. 107)

As a real estate venture, rather than a manufacturing colossus, the S.U.M. was ultimately to prosper. In 1800 part of the cotton mill was being used. A few other manufacturers trickled in and rented out mill seats (the site upon which a mill is located), breathing a small bit of life into the all but abandoned site.

Despite a fire that destroyed the cotton mill, a new raceway was cut in 1807 paid for by surplus income from the leasing of the mill seats. This was the first large investment made in Paterson in over 10 years, and the availability of additional power allowed for two more cotton mills to be built. Higher domestic demands for textiles came with the War of 1812 and the City began to grow and prosper. At the close of the war, the market became flooded with foreign goods and Paterson endured its second setback with mills idle and workers dismissed. The City weathered this new storm and began the process of renewal once more. This new capacity was partially enabled due to the completion of a second canal in 1829, greatly expanding the available water power.

A third crisis point for Paterson occurred in 1834 and 1837, when banks failed due to massive speculation. Industry, however, continued to pick up in diversified forms. Paterson's industrial future was about to be finally realized. It would not be the success of the S.U.M. as Hamilton envisioned it, but the realization of manufacturing diversity, and use of an immigrant work force would occur in Paterson and last into the next century. The same phenomenon would occur at the same time elsewhere in New Jersey and the nation.

Power for the Mills

A major reason for the Great Falls designation as a National Historic Landmark was the early harnessing of its water power resources. The following discussion of water power is largely drawn from the Historic American Engineering Record (HAER) Great Falls-SUM Survey, authored by Russell I. Fries.

Research has indicated that there were at least four stages of development of the Great Falls Historic District water power system. The first, between 1792 and 1794 provided for the basic water supply system and a portion of the middle basin. Between 1800 and 1802, the system was extended and the middle canal was possibly enlarged. From 1806 to 1807, the lower raceway along Boudinot Street was added. Additions made between 1827 and 1846 were the most extensive and largely form the system as it exists today.

The first plan for diverting the waters of the Passaic for powering the mills of the S.U.M. were drawn up by Pierre C. L'Enfant, who was appointed in July, 1792. He began the design of a grand undertaking that would include a transportation canal over part of the watercourse and aqueduct. His plans included the construction of a reservoir to ensure a supply to the mills in periods of low river flow. The costly plans and L'Enfant's lack of desire to stay within the S.UM.'s financial means resulted in his being replaced by Peter Colt.

Colt continued aspects of L'Enfant's work and in mid-January of 1794, a channel from the river and floodgates had been completed, as well as a dam. The canal was finished and placed into operation in June 1794 to power three or four mills.

In the first decade of the 1800s, business activity at the Great Falls began to improve and plans were made to extend the canal. Head and tail races (the latter being canals to rid the system of water once it had been used by the mills) were constructed west of Mill Street and are still extant. This improvement added about 500 feet of mill lots along the street and increased the depth and capacity of the middle raceway.

In 1806-7 additional improvements were made to allow a second tier of mill sites using water at the elevation of the tail race from the middle canal as the head race for the new sites. These were located between the river and the present Van Houten Street. Water from the canal went through each lot and returned to the river via individual tail races. A spillway at the east end of Boudinot Street handled excess water. Each of the above two improvements had a head of 22 feet available.

The third expansion of the system, and the most elaborate and expensive, was the addition of a new upper tier of mill lots on the west side of Spruce Street, completed in 1827. The addition required that the level of the whole system be raised almost to the base of the river to gain a further head of 22 feet for the new sites. The dam at the end of the ravine was raised and most likely enlarged. The deep gap was enlarged and partially filled to raise the water level, and after passing through, the water made an immediate right angle bend along the face of the ridge for almost 1,000 feet. The new canal was cut into the hillside with an embankment to hold the water. Water for the middle canal passed through the upper canal and the new tier of mill lots. This required the tail race for the new upper group of mills to be higher than the old middle canal. Tail races on Spruce Street were raised on an embankment from 10 to 15 feet high. As mill lots developed, even these improvements became tested by 1850. The S.U. M. was forced to sell water rights to newcomers contingent upon an adequate supply to other mills. The only significant changes to the system after 1846 were the covering of several sections of the tail race on Mill and present day Market Streets. After 1850, many of Paterson's new mills were located outside the Great Falls Historic District and used steam as a power source instead of turbines powered by water.

Between 1912 and 1914, the S.U.M. opened another chapter by constructing a hydroelectric power generating station at the base of the Great Falls. A steam generating plant was also built for when the river was too low to run the electrical plant. Designed by the Thomas Edison Electric Company, the hydro-electric plant produced 4849 kilowatts and operated until 1969. The plant was purchased by the City of Paterson and restored to service in 1986 to produce almost 11,000 kilowatts per hour.

Major Industries, People and Events at the Great Falls

From the 1830s on, the area comprising today's Great Falls Historic District hummed with the sounds of railroad locomotive works and the textile trade. Paper-making, rope and hemp production settled into plants. Textiles of cotton, wool and silk, as well as arms were manufactured. The Irish came in large numbers during and after their Great Famine of the 1840s and started anew as industrial laborers. Their rising populations caused those controlling political power to have concerns as the residents of the "Dublin" section of the City, near the Great Falls, struggled for increased representation. Skilled silk workers from England and Lyon, France, as well as Lodz, Poland arrived. Jews from Poland, Germany and Russia brought skills and traditions. Italian immigrants, and later African-Americans, joined the already diverse workforce. Labor unrest would ignite after the turn of the century, ironically in the City that was founded on Hamilton's proposition in his Report on Manufactures that women, children and immigrants were best suited to be the ones to produce the goods for a prosperous nation.

The City would continue to experience times of boom and bust as it progressed from the early days of the S.U.M. A fourth crisis occurred in 1857 when nearly every factory stopped and thousands lost their jobs. The last decade of the 19th century would be the pinnacle of industrial output in Paterson, and its status in silk production gained it the nickname "Silk City.

As the 19th century continued and the 20th century dawned and wore on through the Great Depression, Paterson's prosperity, like other industrial centers, continued to turn on and off. It ultimately followed the path of decline of most other older Northeastern industrial cities. The post World War II decline would still most of the factories at the same time that increasing numbers of African- Americans flowed in from the segregated South, seeking their own very late-arriving opportunities for economic advancement. The opportunities were in a state of decline. Immigrants from other places search for the same opportunities in Paterson today. Unlike during its industrial peak, however, the mill sites adjacent to the Great Falls are mostly quiet with even fewer economic opportunities to offer. Its great heritage and associated important stories of our nation's industrial past, however, live on.

Locomotive Manufacturing

Thomas Rogers was born in Groton, Connecticut in 1792. He moved to Paterson in 1812. Having been trained in carpentry and as a blacksmith in Connecticut, he formed businesses in Paterson designing and building machinery for textile manufacturing. In 1832, he teamed up with two New York City financiers, Morris Ketchum and Jasper Grosvenor, to form the manufacturing firm of Rogers, Ketchum and Grosvenor. The company diversified, making among other items small parts for the newly developing railroad industry.

The production of railroad locomotives and rails in the United States followed earlier developments in England. Colonel John Stevens of Hoboken, New Jersey constructed a steam wagon in his yard in 1825. In 1829 Peter Cooper of New York built the Tom Thumb and it was placed into service on the newly constructed Baltimore and Ohio Railroad. In 1830 the West Point Foundry produced the first fully American built steam engine, Best Friend, to conduct scheduled passenger service on the Charleston and Hamburg Railroad. In 1831 the De Witt Clinton reached 25 miles per hour on the Mohawk and Hudson Railroad.

Matthias W. Baldwin of Philadelphia made drawings of the Stephenson and Co. locomotive John Bull that was being stored in Bordentown, New Jersey prior to being assembled to run on Colonel John Stevens' Camden and Amboy Railroad. In 1832 Baldwin produced his first locomotive, Old Ironsides, which was used on the Philadelphia, Germantown and Norristown Railroad and stayed in service for 20 years. His locomotive works were ultimately to become the largest in the United States, producing over 70,500 locomotives when it ceased operations in 1956.

In 1835, Rogers, Ketchum and Grosvenor assembled its first locomotive for the Paterson and Hudson River Railroad, one that had actually been built by the same British manufacturer, Robert Stephenson and Company. In 1837, Rogers designed and built the Sandusky which contained his own design innovations. The Sandusky was placed in service in Ohio.

As Rogers' reputation grew in producing locomotives of endurance and increasing power, more orders arrived and the firm established itself in an important position in the industry. It also spawned other producers from within its own ranks. Rogers' shop foreman, William Swinburne, left to form his own locomotive works in partnership with Samuel Smith in 1845. Swinburne and Smith and Company went under a decade later in the 1857 financial panic. It soon afterwards was to be reorganized and purchased by the New York and Erie Railroad as a maintenance shop.

Another employee, John Cooke, formed Danforth, Cooke and Company in Paterson in 1852. This firm later changed to Cooke and Company, and was ultimately purchased by the American Locomotive Company shortly after the turn of the century. It produced close to 3,000 units before closing in 1926. During the late 19th century, Paterson was establishing itself as a major center for locomotive manufacturing in the country. The Grant Locomotive Company was also located in the City.

Perhaps the most popularly known locomotive produced by Rogers was that bearing the serial number 631. Built in late 1855, the locomotive was purchased by the Western and Atlantic Railroad. Christened The General, the locomotive would become famous during the Civil War for an attempt by Union cavalry to highjack the Confederate train it was powering. The event was popularized in the 1962 movie, "The Great Chase." The locomotive The General is preserved today at the Southern Museum of Civil War and Locomotive History in Kennesaw, Georgia.

Thomas Rogers died in 1856 and his son Jacob S. Rogers took the helm and reorganized the firm into Rogers Locomotive and Machine works. The company maintained its competitive position in the industry and prospered.

A Rogers locomotive (Union Pacific #119), built in 1868, was present at the driving of the "Golden Spike" marking the completion of the first transcontinental railroad on May 10, 1869 at Promontory, Utah, although that was not the original plan of the event sponsors. Mishaps and weather events affecting other locomotives left #119 as the next in line to participate. Although scrapped in 1903, a replica of the locomotive is located at the Golden Spike National Historic Site, a unit of the national park system.

In the early 1890s, Jacob S. Rogers resigned the presidency, but remained an investor, and the company was reorganized under its former treasurer, Robert S. Hughes, as the Rogers Locomotive Company. Hughes died in 1900 and the works were closed in 1901 by Rogers, who died later that year. Rogers left much of his fortune and a legacy of many valuable works of art to the Metropolitan Museum of Art in New York City.

Reorganized once more, the plant reopened briefly, but could not compete with a newer conglomerate, the American Locomotive Company (ALCO) or its older rival, and the consistently leading U.S. manufacturer, the Baldwin Locomotive Works of Philadelphia. It was finally absorbed into ALCO before the end of the decade, joining its neighbor, the Cooke Locomotive and Machine Works. ALCO continued making locomotives at the Rogers' plant for a few more years when major locomotive production and an important era in Paterson's history came to an end.

Today, the Paterson Museum occupies the former Rogers' erecting shop and offers interpretive exhibits and programs of the City's industrial past. The New Jersey Community Development Corporation occupies the former Rogers locomotive frame fitting shop and the former administration building which had since been converted to a textile factory. Both buildings comprise the Senator Frank R. Lautenberg Transportation Opportunity Center and Independence House.

Samuel Colt and the Gun Mill
Samuel Colt was born in Hartford, Connecticut in 1814, the son of a textiles manufacturer. As a teenager, he went to sea and legend persists that he conceived of his invention on a voyage and carved a wooden model of the revolving breach cylinder on the ship. He later had models made of the cylinder and secured an English patent in 1835 and one in America in 1836.

In 1836, he established the Patent Arms Manufacturing Company in Paterson. Colt was unsuccessful in attracting contracts with the government. The company was forced to close in 1842 after producing approximately 5,000 guns.

Samuel Colt was to later to make his fortune when he returned to his home state Connecticut. Awarded a government contract for revolvers to be used by U.S. troops in the Mexican American War, Colt urgently needed manufacturing space. He temporarily found space at Eli Whitney's factory and then established Colt's Patent Fire Arms Manufacturing Company in Hartford in 1848. Completed in 1855, Colt made it one the most advanced interchangeable parts factories in the nation. The Colt facility in Hartford, named "Coltsville," included the factory and workers housing and continued its production through World Wars I and II. The Colt Company still exists, but is no longer located at the Hartford site. His guns became popular among individuals on the western frontier, primarily after the factory moved to Hartford.

After his untimely death in 1862, Colt's wife Elizabeth took over the direction of the Hartford company for close to 39 years. Their nearby home, Armsmear, is a NHL. An NHL nomination for several Colt Company factory buildings and workers' housing has been submitted for formal consideration by the Landmarks Committee of the National Park System Advisory Board.

The remaining Patent Arms Manufacturing Company resources at the Great Falls have significantly less integrity than those in Hartford. The Colt mill in Paterson was a multi-storied structure built near the Great Falls. A weather vane in the shape of a gun sat atop a bell tower. As the Colt operation wound down, the building was used for other manufactures including early silk production. Later, the upper floors were removed. In 1983, the building was subjected to the arson caused fires of the Allied Textile Printing (ATP) site of which it is an integral part. Only the walls of the first two stories remain today.

John Holland and the Submarine
John Phillip Holland was born in 1841 on the west coast of Ireland not far from the Cliffs of Moher in Liscannor, County Clare. He joined the Irish Christian Brothers and became a teacher. He was particularly interested in science and the development of the flying machine and the submarine, completing his earliest design for the latter in 1869. He declined to take his perpetual vows into the Christian Brothers in 1872. Holland left Ireland for the United States in 1873 to join his previously relocated mother and brothers in Boston. He moved to Paterson and took a teaching position at St. John's Parochial School. Two years after his arrival in the U.S., he submitted a submarine design to the Navy Department, the first of a number the Department chose not to accept. With financing from the Irish Fenian Brotherhood, a group committed to freeing Ireland from British control, John Holland built his first submarine in 1877. The Brotherhood was seeking a submarine that could be transported by ship and dropped off close to a British ship for the purpose of sinking it. It was constructed at the Albany City Iron Works in New York City. Designated Holland I, the craft was

moved to the J. C. Todd and Company machine shop in Paterson for the installation of a petroleum powered Brayton engine. The 14-foot long Holland I was launched in the Passaic River above the Great Falls in May and June 1878. Holland managed to take his submarine down to 12 feet for approximately one hour, but did not use the malfunctioning engine. Instead, he attached a flexible hose to an accompanying launch and powered the submarine by steam. Despite the malfunctioning engine, the Fenian Brotherhood was impressed with this initial performance and agreed to fund a larger vessel. Holland scuttled the hull of his first submarine into the Passaic River. It was discovered in 1927 and is currently on display at the Paterson Museum.

Holland's further submarine endeavors and his major contributions to the United States Navy as "The Father of the Modern Submarine" took place outside of Paterson. The only structural resource connected with his Paterson launching is the remains of the J.C. Todd and Company machine shop which was mostly destroyed by a series of fires at the Allied Textile Printing Site beginning in 1983.

Holland's second Fenian Brotherhood financed submarine, the 31-foot Fenian Ram was constructed by the Delamater Iron Company in Manhattan and first launched into the Hudson River in 1881. The ensuing trials were successful and a number of descents were accomplished. Holland also test fired unarmed projectiles provided by John Ericsson, designer of the Civil War ironclad, the Monitor. Because of internal financial disputes, the Brotherhood stole the submarine in November 1883 under cover of night and towed it to New Haven, Connecticut where it was stored and later abandoned in a lumber shed. In 1916, the submarine was taken to Madison Square Garden for a fund raising endeavor for victims of the Easter uprising in Dublin. It was then removed to what is now the New York State Maritime College at Fort Schuyler. In 1927 it was purchased and moved to West Side Park in Paterson and more recently to the Paterson Museum where it is currently on display.

John Ryle and "Silk City"

Paterson's history is perhaps most readily identified by its label "Silk City." It is one that is well deserved. During the late 19th and early 20th centuries Paterson's silk mills supplied close to 50% of the country's entire silk production and ranked second behind Connecticut in the production of spool silk in the United States. Well over 100 factories and mills were involved in all aspects of silk manufacturing and necessary support in the late 1880s, employing thousands of skilled and unskilled workers, mostly recent immigrants, in jobs such as weavers, dyers, throwers and twisters. The first attempt at silk production in Paterson occurred in Samuel Colt's gun factory in 1838. Christopher Colt attempted to weave silk on the fourth floor of the gun mill. It was quickly realized that the enterprise would be unprofitable and it was abandoned.

Christopher Colt sold his machinery to George Murray, who previously had owned a silk business. Murray brought in John Ryle, a knowledgeable person in the silk trade who came to America from the silk manufacturing center in Macclesfield, England. Ryle had initially taken a position as superintendent of a small mill in Northampton, Massachussets, but was at the time working in New York City as a merchant for a silk factory in Macclesfield owned by his brothers.

Murray initially recruited Ryle to run his new venture from the Colt gun mill which he purchased in 1840. They became partners in 1843 and Ryle took over completely when Murray retired in a few years later. As the business flourished, Ryle bought the gun mill and constructed additional

structures at the site. He later built his own mill, named after Murray which was lost to fire. The business went through ups and downs and almost floundered during the 1857 financial downturn. A new Murray mill was constructed in 1869. The business suffered hardships again in 1872, but Ryle emerged once more, reorganizing as John Ryle and Sons. This firm later became part of the Pioneer Silk Company.

During his tenure, Ryle became a major force in silk production, lobbying for relaxation of tariffs on imported raw materials. He was the first to produce silk thread on a spool, responding to a request from Elias Howe, the manufacturer of sewing machines (Shriner, p. 81). Two of his employees, Robert Hamil and James Booth would form their own successful firm of Hamil and Booth beginning in 1855. Other silk enterprises were established and prospered in Paterson both within and outside of the Great Falls Historic District well into the next century. Many were smaller operations that came and went using and reusing existing mills in the historic district for silk manufacturing and dyeing, or related work.

While many historic mill resources associated with the silk industry were significantly damaged in the ATP site fires, a number of mills periodically used for such manufactures remain. Among these are the Franklin Mill, Essex Mill, Congdon Mill, Harmony and Industry Mills which were operated by the Williams and Adams Company, and the Pheonix Mill, the oldest mill in the district. John Ryles' house, although moved slightly from its original site, is also located in the district, now converted to office use.

Above and outside the Great Falls Historic District on nearby Garrett Mountain is Belle Vista, often called "Lambert's Castle." It was built by Catholina Lambert in 1892. Lambert established the silk operations of Dexter, Lambert and Company on Straight Street in Paterson, outside the Great Falls Historic District, in 1866. He came from an impoverished background in England, his parents being mill laborers, and had served an apprenticeship at an English cotton mill. Lambert rose to become one of the wealthiest of Paterson's "Silk Barons." The castle now serves as the headquarters of the Passaic County Historical Society.

The Silk Strike of 1913

While the silk industry thrived and the "Barons" became wealthy, labor unrest was soon to affect the City. Initially, silk workers were recruited or arrived from Northern Europe; at the end of the 19th century many were from Eastern and Southern Europe. Difficult working conditions and the threat of new technological innovations in the mills resulted in labor unrest and union activities. Work interruptions became commonplace and many silk manufacturers began moving operations to locations with less labor conflict in Pennsylvania and elsewhere.

During the late 19th and early 20th century, conflict between labor and management was growing not only in Paterson, but throughout the country. Establishment of labor unions was on the rise and major labor actions were becoming more frequent. Strikes and events demonstrating continuing labor unrest included the Great Railroad Strike of 1877, the Haymarket Riot in Chicago in 1886, the Homestead "Lockout" in Pennsylvania in 1892, the Pullman strikes in Illinois in 1893 and 1894, the Anthracite Coal Strike in Pennsylvania in 1902, the New York Shirtwaist Strike of 1909, and the Lawrence Textile Strike in Massachusetts in 1912 to name just a few.

Paterson was not a stranger to labor actions, having been the scene of one of the nation's earliest actions, the 1835 strike by child hour working days. The strike wore on for six weeks and resulted in a partial win for the children. The settlement was reached for 12 hours of work on weekdays and 9 hours on Saturday.

The Paterson Silk Strike of 1913 included requests for increased wages and an 8 hour work day. It was primarily focused, however, on the impact of technology which permitted one worker to tend three or four looms instead of the usual two. Workers saw the new technology as a threat to their livelihoods. At the Doherty Silk Mill, one of Paterson's largest, workers walked out on January 27, 1913 because of the installation of the newer machines throughout the factory. Workers in other mills soon joined the walk out. Ultimately, an estimated 24,000 workers were involved.

Paterson's mills had attracted the attention of the Industrial Workers of the World (IWW), commonly referred to as the "Wobblies." The union was fresh from its success in leading the Lawrence, Massachusetts "Bread and Roses" strike. Paterson mill owners responded harshly, bringing in outside strikebreakers. Paterson police also took strong actions against the striking workers.

The IWW brought in many prominent socialists and labor leaders including Elizabeth Gurley Flynn, Carlo Tresca, Bill Haywood, Emma Goldman, Margaret Sanger, Eugene Debs and Upton Sinclair. Forbidden to gather for meetings in Paterson, major rallies were held at the home of Maria and Pietro Botto in nearby Haledon. The Bottos were Italian immigrants who had worked in the Paterson mills. Their home, now a NHL commemorating its role in the strike, is the site of the American Labor Museum.

Living conditions for the striking workers became more difficult during the strike and the organizers provided for many children to be sent out of the city to stay with volunteering families predominately in New York City and Elizabeth. The IWW leaders also attracted the interest of intellectuals in New York City and plans were made for a great pageant at Madison Square Garden focusing on the Paterson strike as a vehicle to raise funds. On June 7, 1913 thousands attended the pageant with silk workers portraying strike events and activities.

Mill owners continued to refuse to give in to striker demands and remained financially viable, in part by the fact that they could redirect manufacturing orders to their relocated mills in Pennsylvania. After 22 weeks, the solidarity among strikers began to show cracks as some and then more workers returned to the mills.

The strike ended along with the effectiveness of the IWW in the northeast. In 1919, after a series of smaller strikes, many silk workers in Paterson won the 8-hour workday. Silk mills continued to prosper in Paterson during World War I. In time, many smaller concerns were bought up by larger companies such as the Standard Silk Dying Company and Allied Textile Printers. As technological advancements occurred in the development of synthetic fabrics including nylon and rayon, Paterson's role as "Silk City" came to a close.

Cotton, Flax, Paper, Hemp and Jute

Cotton was the product of the Great Falls Historic District's first mill, constructed by the S.U.M., and the later Phoenix Mill, constructed circa 1813. The original portion of the Phoenix Mill is the oldest currently standing mill in the district, now converted to housing. Mills in the district continued producing cotton fabrics and thread along with other products.

John Colt produced cotton duck and a durable sail cloth for vessels. The inability to obtain cotton during the Civil War meant many northern textile mills closed or sought other raw materials. One of the largest of the mills at Great Falls was the Barbour Flax Spinning Company. Thomas Barbour came to the United States from Lisburn, Ireland circa 1850 to establish an American branch of his family's Lisburn manufacturing interests—William Barbour and Sons. In 1852 he established a business concern at Exchange Place in New York dealing in threads and twines, including those of his family's Lisburn mill. In 1864 he moved to Paterson and began operations at the mill previously used by John Colt for the production of cotton duck. Barbour was to construct two more mills as the business grew.

Henry Butler, born in Connecticut and the son of a paper mill owner, came to Paterson in 1837 and began paper manufacturing in the Passaic Mill. In 1850 he constructed the Ivanhoe Mill and continued his paper making enterprise as the Ivanhoe Manufacturing Company, making it one of the most popular brands in the nation. Although there were ten buildings associated with the Ivanhoe operations, only the wheelhouse structure remains today between the upper and middle S.U.M. constructed raceway.

The manufacture of rope, twine and carpet backing from hemp and jute was also a part of Paterson's industrial past. The Dolphin Jute Company was one of the largest of these enterprises in the Great Falls Historic District. The Company occupied some of the Rogers Locomotive Works' buildings, along with the Paterson Silk Exchange, when Rogers ceased operations.

Mills at the Great Falls were used and reused by different manufacturers during the history of the area. The Phoenix Mill, and Colt Mill, as well as both Passaic mills, for example, were the sites of many different industries, as were others. Reuse of mills within the district continues today with public and private uses including housing, offices and the Paterson Museum in the places that once rang with the sounds of industrial production and labor. Paterson's present plans for the district are for continued adaptive reuse of the mills.

The Great Falls and its industries secured for Paterson a major portion of its rich industrial history. The district, however, was not the only location in the City for such uses. Major silk operations like Dexter and Lambert on Straight Street were located elsewhere. The Wright Aeronautical Company which came to Paterson in 1919 to Lewis Street produced the engine that powered Charles Lindberg's Spirit of St. Louis across the Atlantic Ocean to France in 1927. Wright Aeronautical would become Curtiss-Wright Corporation in 1929 and the company would go on to produce engines and aircraft that helped win World War II. The corporation still exists, but no longer in Paterson.

A Final Note on the S.U.M.

The S.U.M. continued its operations for approximately 153 years after its establishment in 1792. While it did not fulfill the vision of its founders, it did prosper during its history from real estate and water power ventures. In 1945, the S.U.M.'s charter and remaining property were purchased by the City of Paterson, which now owns the preponderance of the Great Falls Historic District.

Comparative Photographs: Then and Now

The following pages compare photographs of resources in the historic district, as documented by the Historic American Engineering Record (HAER, various years) and project surveyors (2017). Refer to the Photo Key Plan for photo vantage points.

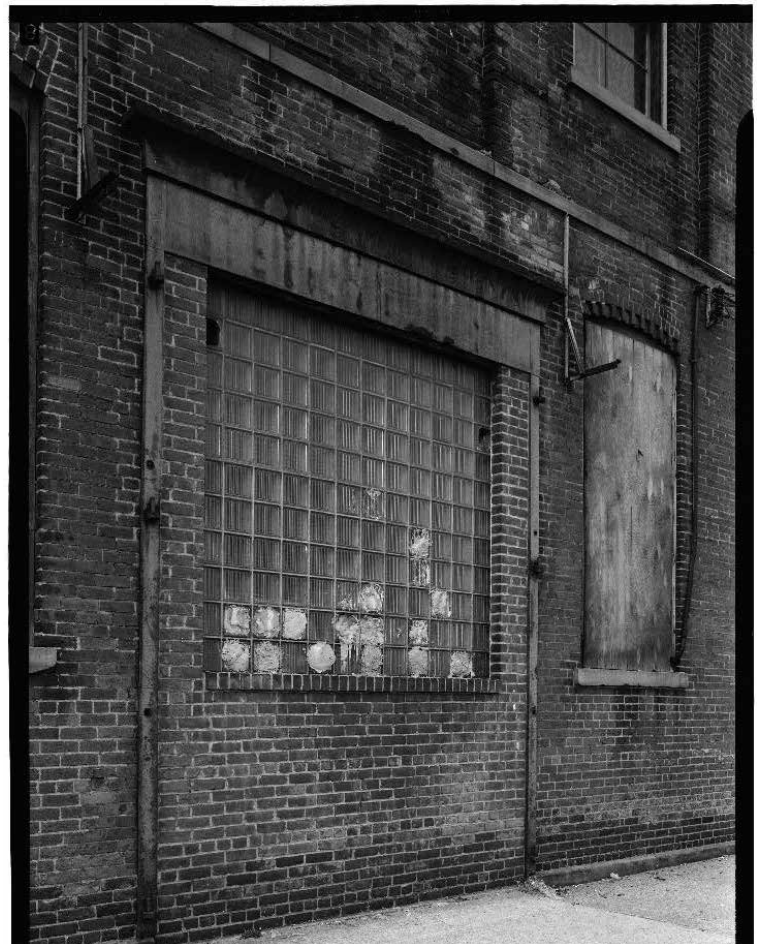
P1. Dolphin Jute Mill Complex, in 1983 (above) and 2017 (below).
(Resource 08)

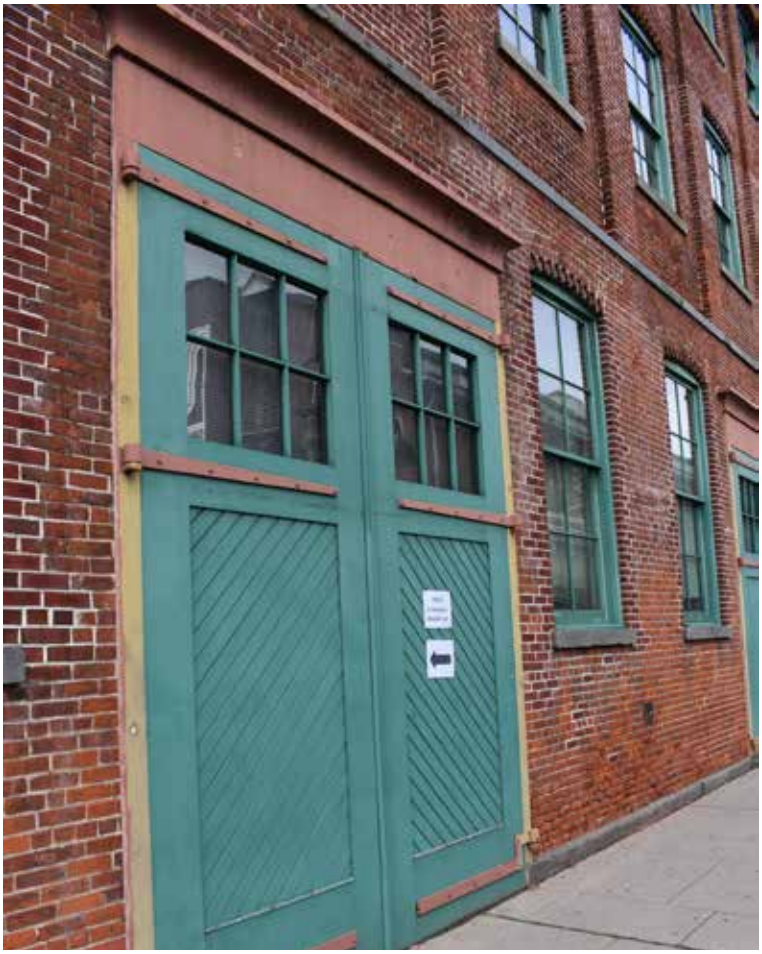
P2. Dolphin Jute Mill Complex, approximate location of rear building in 1983 (above) and 2017 (below).
(Resource 08)

P3. Rogers Locomotive Company Millwright Shop, in 1971 (above) and 2017 (below).
(Resource 07)

P4. Detail, Rogers Locomotive Company Millwright Shop, in 1971 (above) and 2017 (below). (Resource 07)

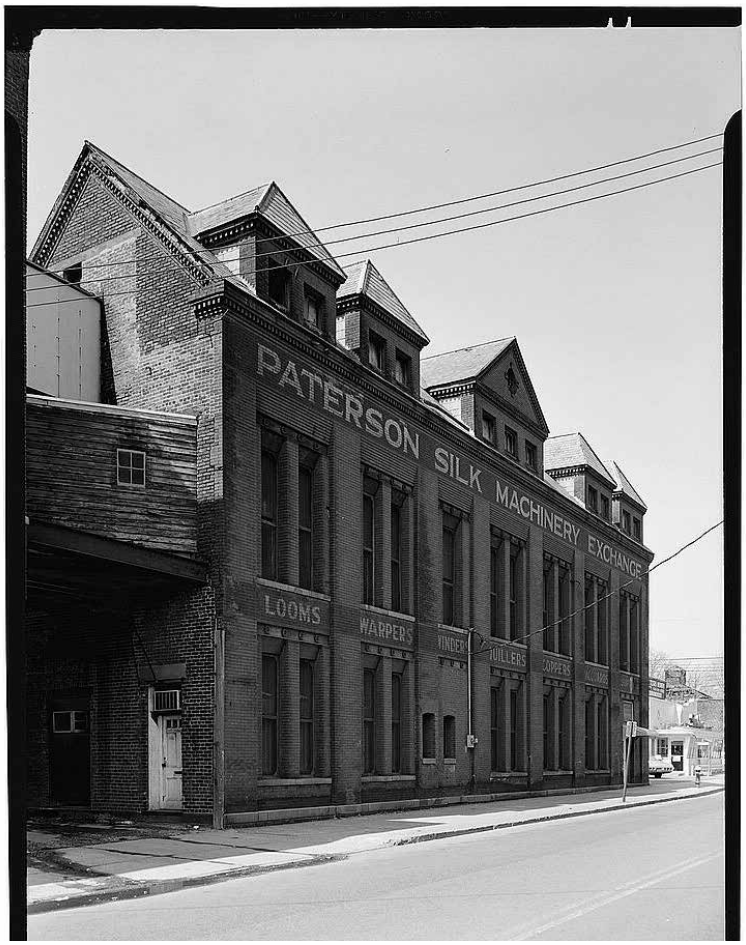
P5. Rogers Locomotive Company Frame Fitting Shop and Administrative Building, in 1971 (top) and 2017 (bottom).
(Resource 05)





P6. Rogers Locomotive Company Frame Fitting Shop and Administrative Building, in 1971 (top) and 2017 (bottom). (Resource 05)

P7. Rogers Locomotive Company Frame Fitting Shop and Administrative Building, in 1971 (top) and 2017 (bottom). (Resource 05)



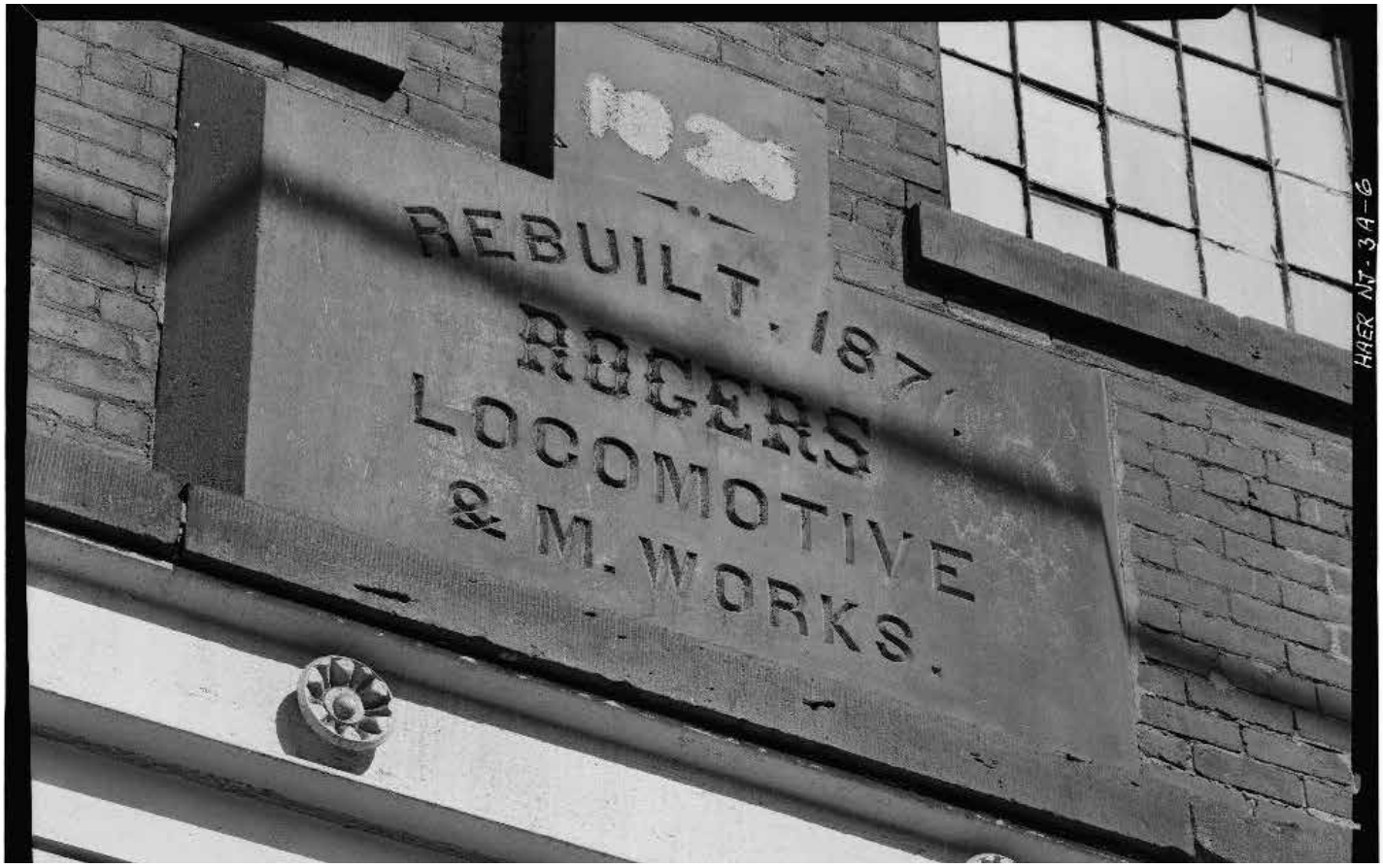
P8. Rogers Locomotive Company Frame Fitting Shop and Administrative Building, in 1971 (left) and 2017 (below). (Resource 05)

P9. Rogers Locomotive Company Frame Fitting Shop and Administrative Building, in 1971 (above) and 2017 (below).
(Resource 05)

P10. Rogers Locomotive Company Frame Fitting Shop and Administrative Building, in 1971 (left) and 2017 (below).
(Resource 05)

P11. Rogers Locomotive Company Erecting Shop, in 1971 (above) and 2017 (below).
(Resource 15)

P12. Detail, Rogers Locomotive Company Erecting Shop, in 1971 (above) and 2017 (below). (Resource 15)



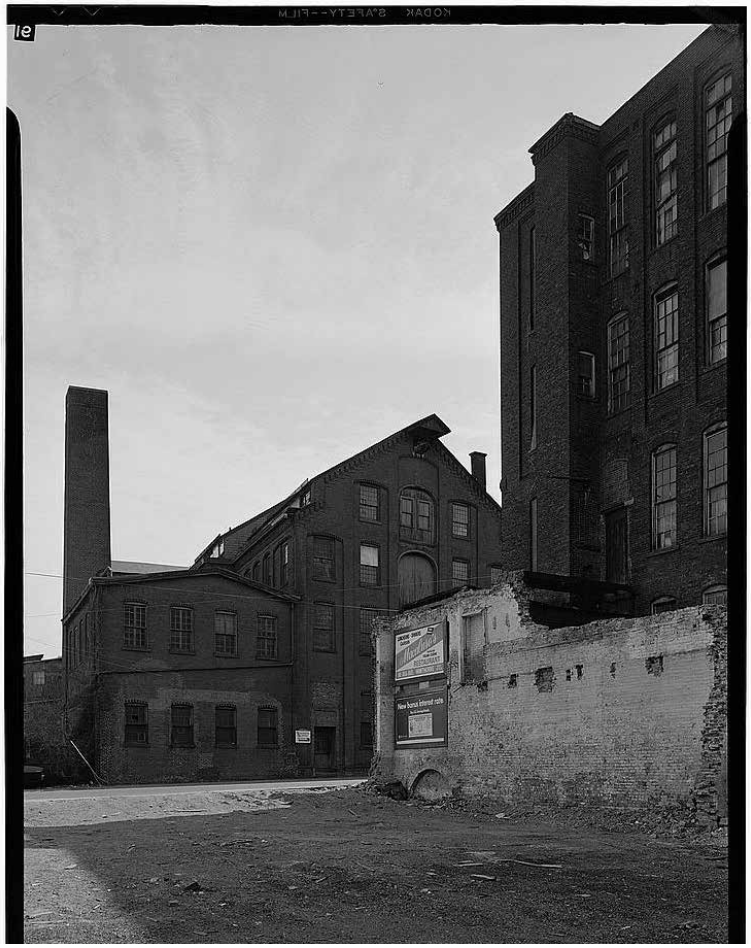
P13. Detail, Rogers Locomotive Company Erecting Shop, in 1971 (above) and 2017 (below). (Resource 15)

P14. Rogers Locomotive Company Erecting Shop, in 1971 (above) and 2017 (below).
(Resource 15)

P15. Rogers Locomotive Company Erecting Shop, in 1971 (top) and 2017 (bottom). (Resource 15)

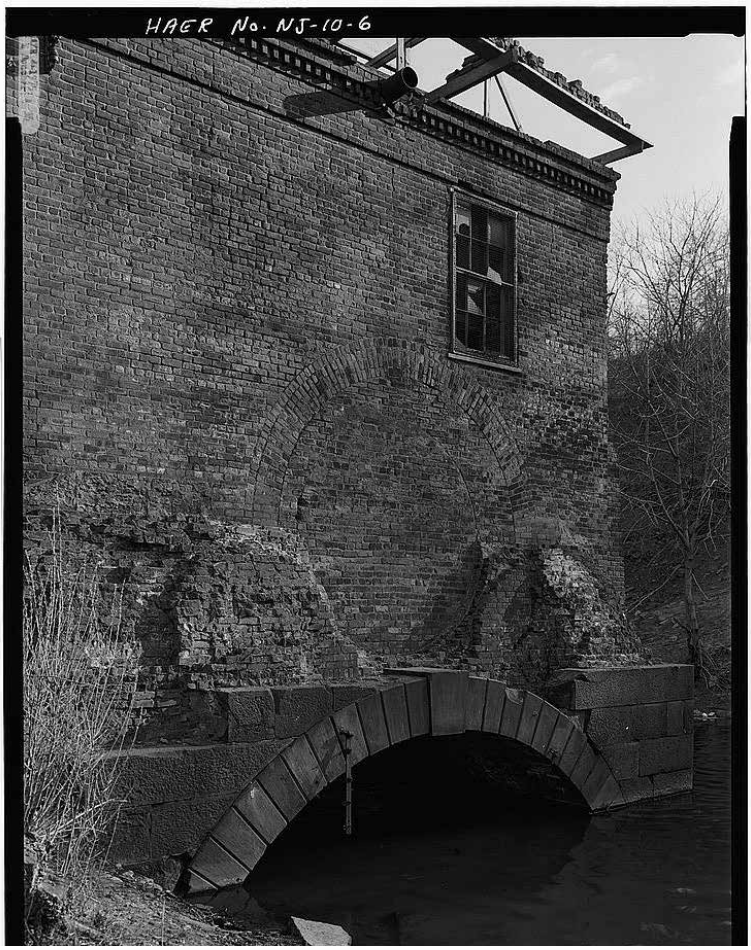
P16. Rogers Locomotive Company Erecting Shop, in 1971 (above) and 2017 (below).
(Resource 15)

P17. Rogers Locomotive Company Erecting Shop, in 1971 (above) and 2017 (below).
(Resource 15)

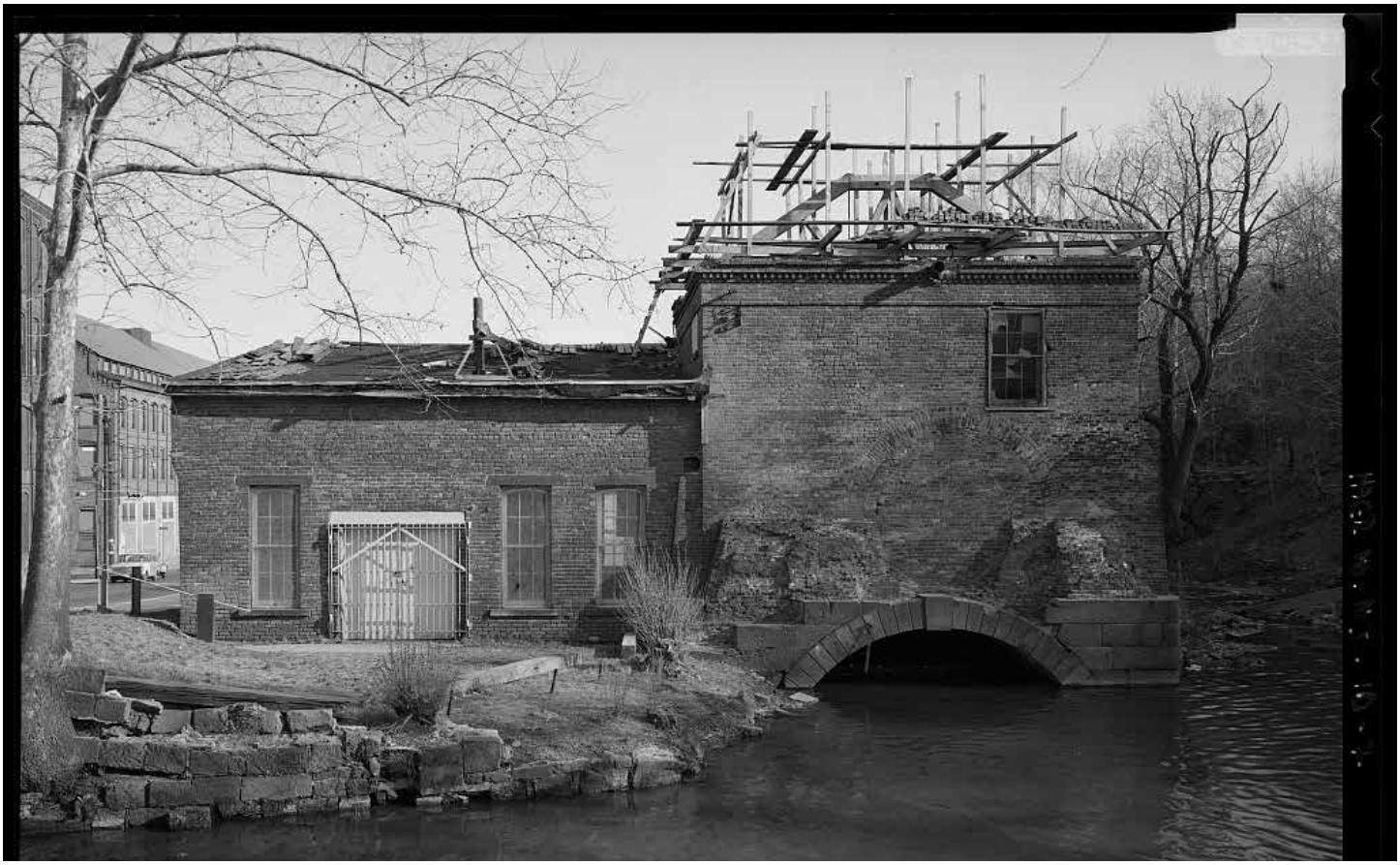


P18. Rogers Locomotive Company Erecting Shop, in 1971 (top) and 2017 (bottom). (Resource 15)

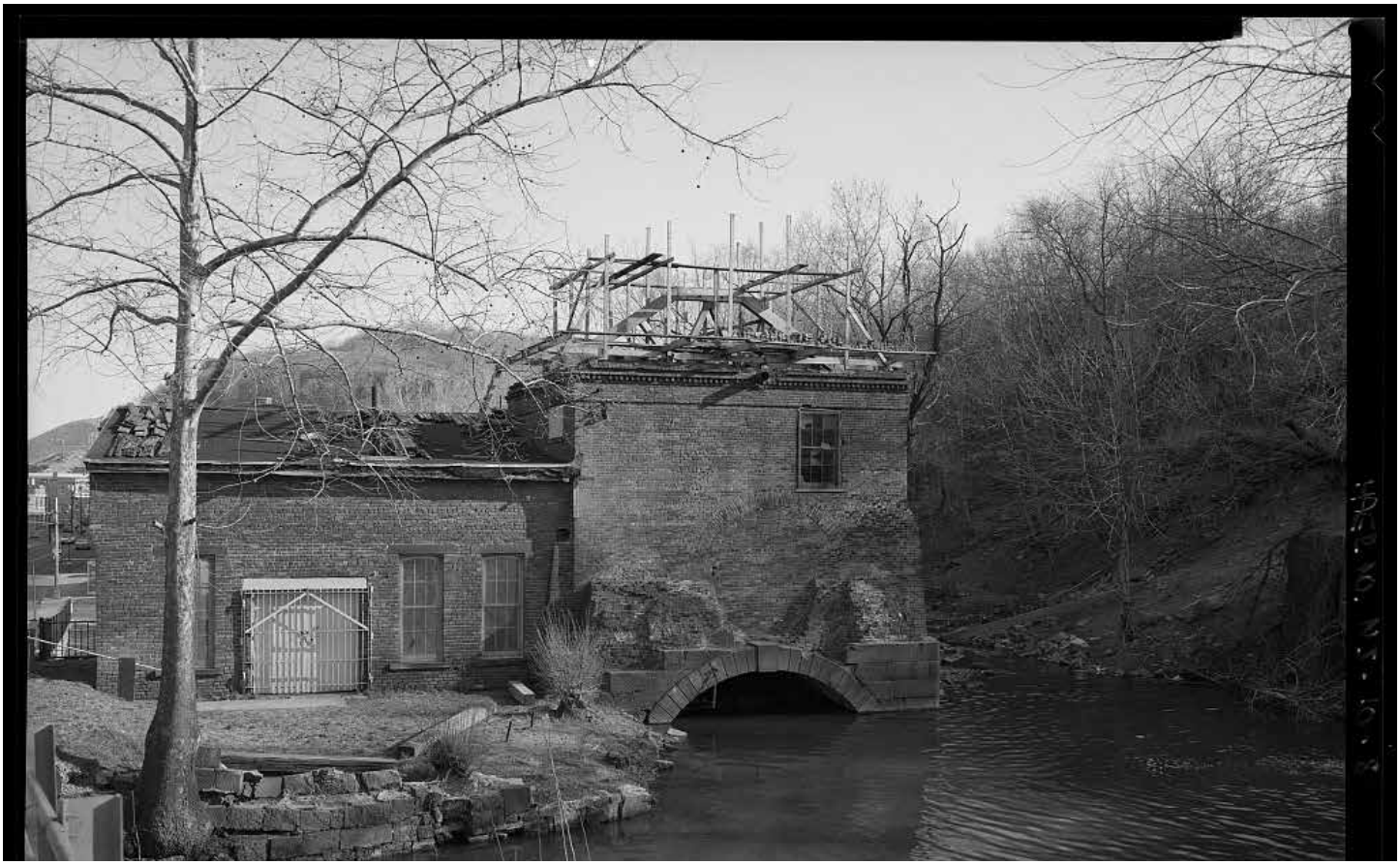
P19. View from the Upper Raceway, in 1973 (above) and 2017 (below). Estimated location. (Resource 01)



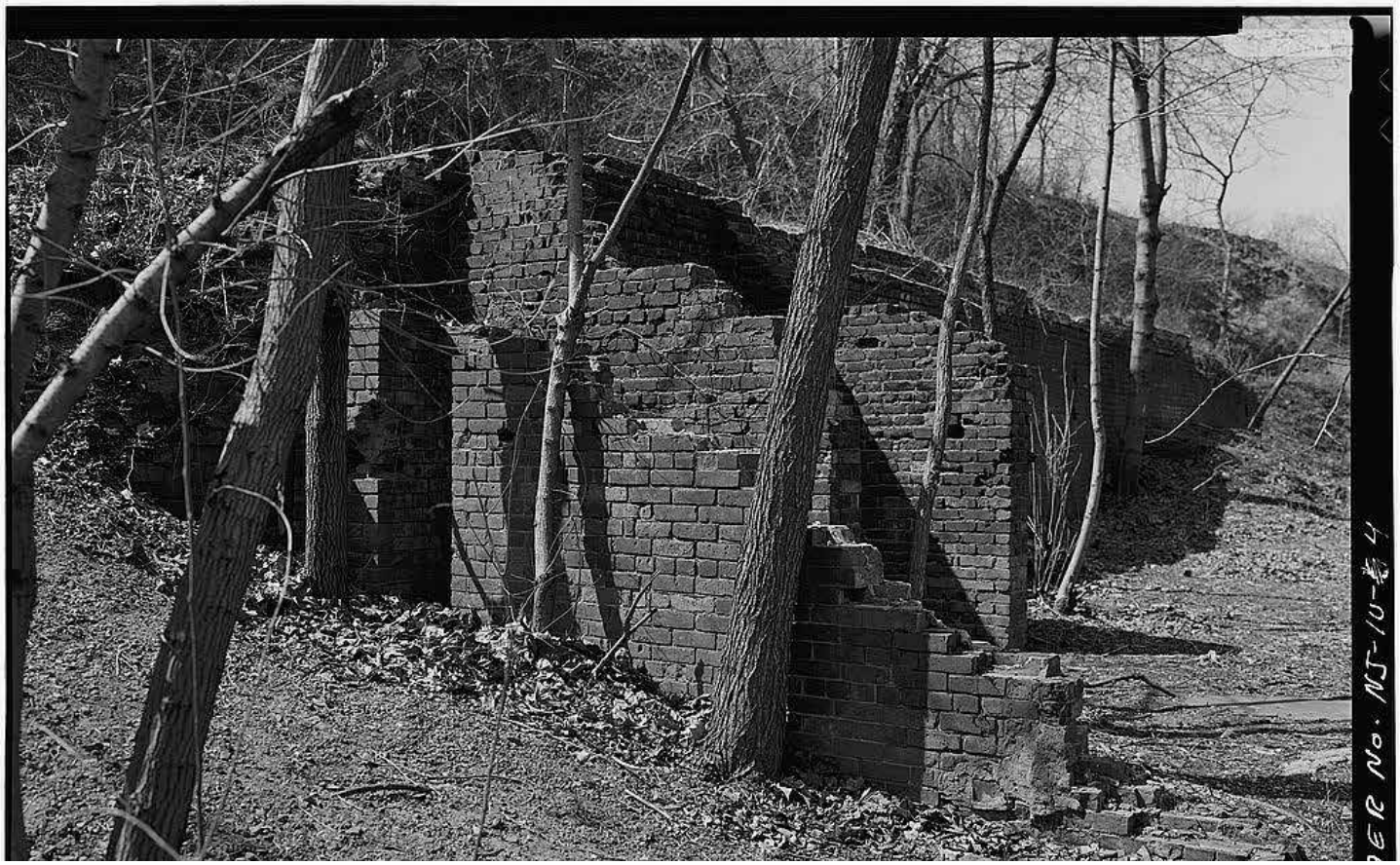
P20. Ivanhoe Wheelhouse, in 1973 (top) and 2017 (bottom).
(Resource 03)



P21. Ivanhoe Wheelhouse, in 1973 (above) and 2017 (below).
(Resource 03)



P22. Ivanhoe Wheelhouse, in 1973 (above) and 2017 (below).
(Resource 03)

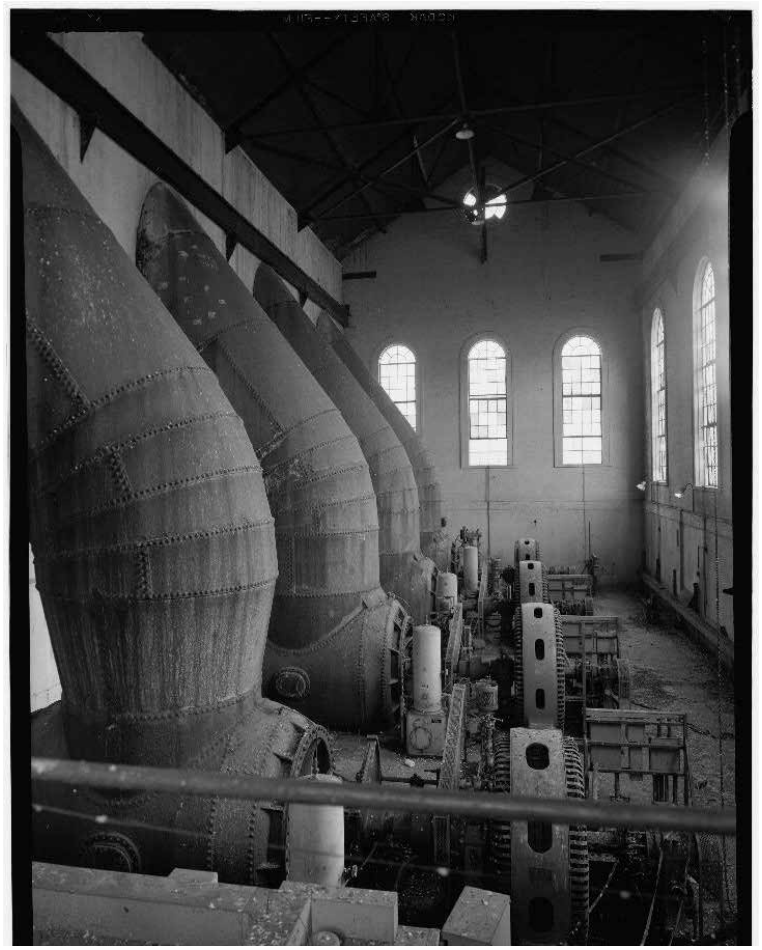


P23. View of Upper Raceway, in 1973 (above) and 2017 (below). Estimated location.
(Resource 01)

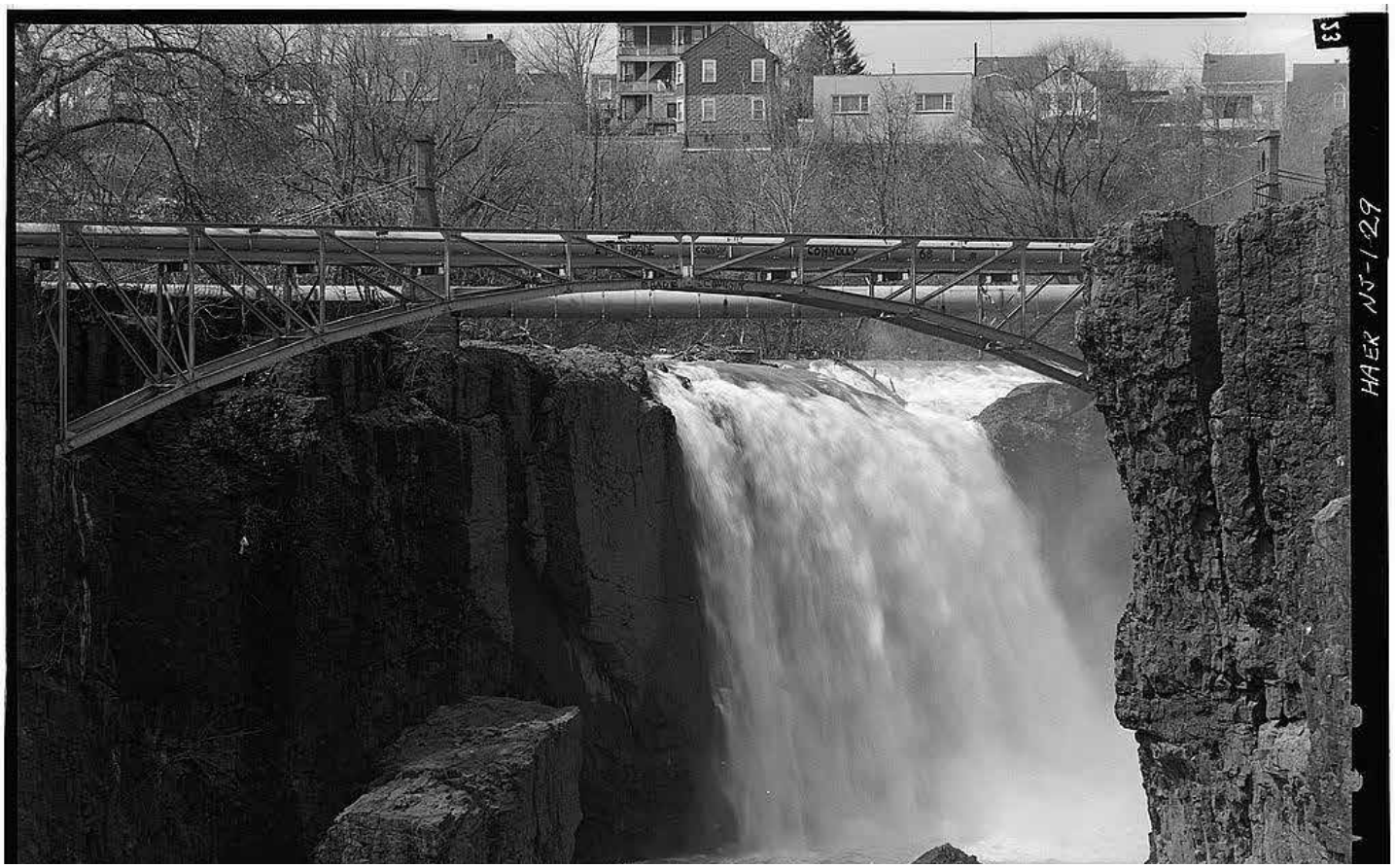
P24. Hydroelectric Plant, in 1983 (above) and 2017 (below).
(Resource 36)

P25. Hydroelectric Plant, in 1983 (above) and 2017 (below).
(Resource 36)

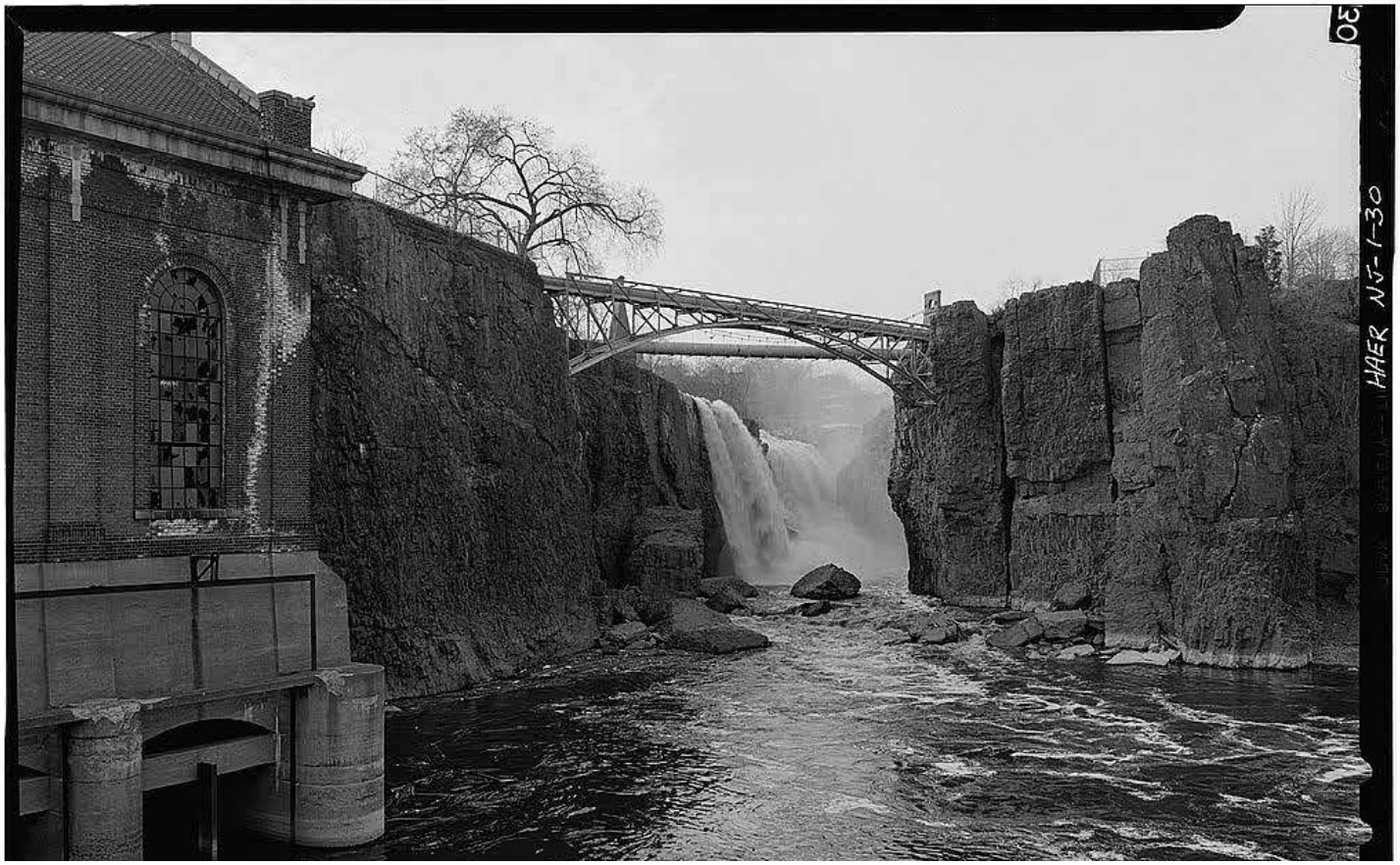
P26. Hydroelectric Plant, in 1983 (top) and 2017 (bottom).
(Resource 36)



P27. Interior of Hydroelectric Plant, in 1983 (top) and 2017 (bottom).
(Resource 36)



P28. Great Falls Arch Bridge, in 1973 (above) and 2017 (below).
(Resource 38)

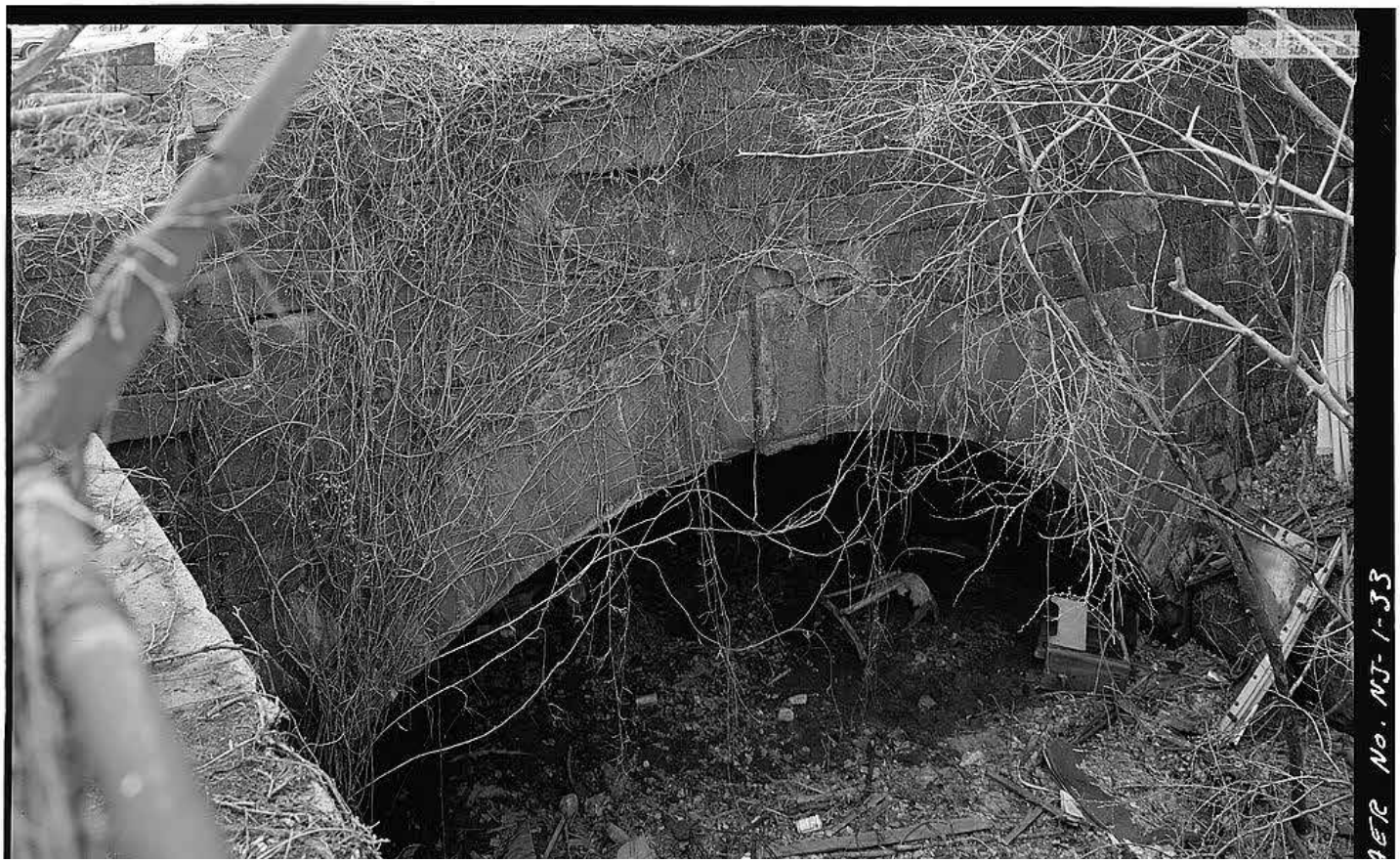


P29. Great Falls Arch Bridge, in 1973 (above) and 2017 (below).
(Resource 38)

P30. Ryle Tenant Mill, in 1973 (top) and 2017 (bottom).
(Resource 16)

P31. Cooke Locomotive Company Office Building (in background, on right), in 1973 (above) and 2017 (below). Buildings in foreground of 1973 photograph have been demolished.
(Resource 25)

P32. S.U.M. Passaic Street Bridge, in 1975 (above) and 2017 (below).
(Resource 29)



P33. S.U.M. Passaic Street Bridge, in 1975 (above) and 2017 (below).
(Resource 29)

P34. View looking north on Mill Street, in 1973 (above) and 2017 (below).

P35. Argus Mill, in 1984 (above) and 2017 (below).
(Resource 104)

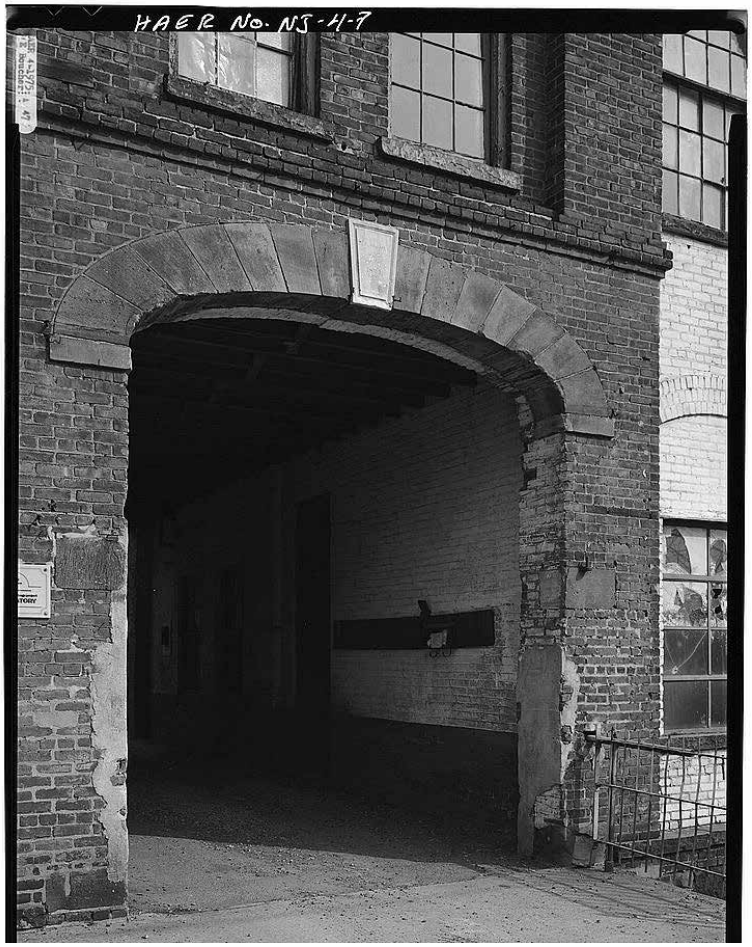
P36. Argus Mill, in 1984 (above) and 2017 (below).
(Resource 104)

P37. Argus Mill, in 1984 (above) and 2017 (below).
(Resource 104)

P38. Argus Mill, in 1984 (top) and 2017 (bottom).
(Resource 104)

P39. View looking west/southwest from Van Houten Street, in 1984 (above) and 2017 (below).
(From left, Resources 104, 32, and 33 are visible.)

P40. Phoenix Mill, in 1973 (top) and 2017 (bottom).
(Resource 48)



P41. Detail of Phoenix Mill, in 1973 (top) and 2017 (bottom).
(Resource 48)

P42. Lower Raceway, in 1973 (top) and 2017 (bottom).
(Resource 43)

P43. View looking north at Phoenix, Harmony, and Industry Textile Mills, in 1973 (above) and 2017 (below).
(From left, Resources 48, 49, and 51)

Resource Inventory: Names and Addresses

ID	Name	Alternate Name (if known)	Address
1	S.U.M. UPPER RACEWAY		MCBRIDE AVENUE AND SPRUCE STREET
2	S.U.M. GATEHOUSE		MCBRIDE AVENUE
3	IVANHOE WHEELHOUSE		4 SPRUCE STREET
4	NONCONTRIBUTING STRUCTURE		12-14 SPRUCE STREET
5	ROGERS LOCOMOTIVE COMPANY FRAME FITTING SHOP AND ADMINISTRATIVE BUILDING		16-32 SPRUCE STREET
6	ROGERS LOCOMOTIVE WORKS STORAGE BUILDING		32 SPRUCE STREET
7	ROGERS LOCOMOTIVE COMPANY MILLWRIGHT SHOP		50 SPRUCE STREET
8	DOLPHIN JUTE MILL COMPLEX		70 SPRUCE STREET
9	BARBOUR FLAX MILL		60 SPRUCE STREET
10	INDUSTRIAL WAREHOUSE AND STORAGE		8 MORRIS STREET
11	GRANITE MILL	PATERSON ARTS AND SCIENCE CHARTER SCHOOL	225 GRAND STREET
12	NONCONTRIBUTING STRUCTURE		GRAND STREET
13	NONCONTRIBUTING STRUCTURE		GRAND STREET
14	NONCONTRIBUTING STRUCTURE		169 GRAND STREET
15	ROGERS LOCOMOTIVE COMPANY ERECTING SHOP		2 SPRUCE STREET
16	RYLE TENANT MILL	UNION WORKS; DAWN TREADER CHRISTIAN SCHOOL	1 MARKET STREET
17	VISITORS CENTER		65 MCBRIDE AVENUE
18	S.U.M. MIDDLE RACEWAY		N/A

ID	Name	Alternate Name (if known)	Address
19	GLENRO BUILDING	COLONIAL SILK MILLS; PETZ, OPPENHEIMER & CO., INC.; COLONIAL RIBBON MANUFACTURING CO.	37-53 MCBRIDE AVENUE
20	HAYES MANUFACTURING COMPANY BUILDING		31 MCBRIDE AVENUE EXTENSION
21	NONCONTRIBUTING STRUCTURE		31 MCBRIDE AVENUE
22	TWO-STORY BUILDING WITH CORNICE		29 MCBRIDE AVENUE EXTENSION
23	TWO-STORY BRICK BUILDING		27 MCBRIDE AVENUE EXTENSION
24	MIDDLE RACEWAY STRUCTURE	SINGLE-STORY STRUCTURE ON THE MIDDLE RACEWAY	(OLD) PASSAIC STREET
25	COOKE LOCOMOTIVE COMPANY OFFICE BUILDING		19 MARKET STREET
26	NONCONTRIBUTING STRUCTURE		21 MARKET STREET
27	COOKE MILL BUILDING		21 MARKET STREET
28	HAMIL MILL (RECONSTRUCTED)		21 MILL STREET
29	S.U.M. PASSAIC ST. BRIDGE		MILL STREET
30	MIDDLE RACEWAY TAILRACE		MILL STREET
31	HAMILTON MILL		20 MILL STREET
32	FRANKLIN MILL	OLD RED MILL	22 MILL STREET
33	ESSEX MILL	ESSEX MILL APARTMENTS	24 MILL STREET
34	"OLD YELLOW MILL"	ESSEX MILL APARTMENTS	24 MILL STREET
35	1838 PASSAIC RIVER DAM		N/A
36	HYDROELECTRIC PLANT		100 MCBRIDE AVENUE
37	FIELD HOUSE		100 MCBRIDE AVENUE
38	GREAT FALLS ARCH BRIDGE		N/A

ID	Name	Alternate Name (if known)	Address
39	STEAM GENERATING PLANT FOUNDATION	OVERLOOK PARK	72 MCBRIDE AVENUE EXTENSION
40	S.U.M. ADMINISTRATION BUILDING		72 MCBRIDE AVENUE
41	ATP (UNSURVEYED)	COLT GUN MILL	26 MILL STREET
42	ATP (UNSURVEYED)	MALLORY MILL SITE	MILL AND VAN HOUTEN STREETS
43	S.U.M. LOWER RACEWAY		VAN HOUTEN STREET AND CURTIS PLACE
44	RACEWAY FOOTBRIDGES		VAN HOUTEN STREET
45	ATP (UNSURVEYED)	WAVERLY MILL	VAN HOUTEN STREET
46	ATP (UNSURVEYED)	TODD MILL	VAN HOUTEN STREET
47	CONGDON OF NIGHTINGALE MILL		13 1/2 VAN HOUTEN STREET
48	PHOENIX MILL		34 VAN HOUTEN STREET
49	HARMONY TEXTILE MILL		36 VAN HOUTEN MILL
50	TWO-STORY BUILDING WITH STEPPED PARAPET	OLD HARMONY MILL?	VAN HOUTEN STREET
51	INDUSTRY TEXTILE MILL		24 1/2 VAN HOUTEN STREET
52	EDISON ILLUMINATING COMPANY OFFICE BUILDING	SALVATION ARMY	38 VAN HOUTEN STREET
53	BEAVER MILL LOT		VAN HOUTEN STREET AND CURTIS PLACE
54	TRUSS BRIDGE		MEMORIAL DRIVE AND S.U.M. ISLAND
55	NONCONTRIBUTING STRUCTURE		11-17 MEMORIAL DRIVE
56	RESIDENTIAL STRUCTURE		11-17 MEMORIAL DRIVE
57	NONCONTRIBUTING STRUCTURE		11-17 MEMORIAL DRIVE
58	NONCONTRIBUTING STRUCTURE		11-17 MEMORIAL DRIVE
59	NONCONTRIBUTING STRUCTURE		11-17 MEMORIAL DRIVE
60	NONCONTRIBUTING STRUCTURE		11-17 MEMORIAL DRIVE
61	NONCONTRIBUTING STRUCTURE		11-17 MEMORIAL DRIVE

ID	Name	Alternate Name (if known)	Address
62	NONCONTRIBUTING STRUCTURE		11-17 MEMORIAL DRIVE
63	NONCONTRIBUTING STRUCTURE		WEST BROADWAY
64	WEST BROADWAY BRIDGE		WEST BROADWAY
65	OLD HOTEL		101 WEST BROADWAY
66	NONCONTRIBUTING STRUCTURE		103 WEST BROADWAY
67	DEMOLISHED		52 RYLE AVENUE
68	ADDY TEXTILE MILL/ NATIONAL SILK DYEING COMPANY VALLEY WORKS		RYLE AVENUE
69	DEMOLISHED	NATIONAL SILK DYEING COMPANY VALLEY WORKS	44 RYLE ROAD
70	NONCONTRIBUTING STRUCTURE		RYLE ROAD
71	NONCONTRIBUTING STRUCTURE		RYLE ROAD
72	CONDUIT GATE HOUSE	GREAT FALLS DEVELOPMENT CORPORATION BUILDING	150 MAPLE STREET
73	REMAINS OF 1876 STEAM AND BOILER PLANT		MAPLE STREET
74	PASSAIC WATER COMPANY PUMP HOUSE		MAPLE STREET
75	LIBBY'S HOT GRILL		98 MCBRIDE AVENUE
76	RESIDENTIAL STRUCTURE		MCBRIDE AVENUE
77	MAJKA RAILING COMPANY		125 MCBRIDE COMPANY
78	NONCONTRIBUTING STRUCTURE		125 MCBRIDE AVENUE
79	NONCONTRIBUTING STRUCTURE		125 MCBRIDE AVENUE
80	NONCONTRIBUTING STRUCTURE		125 MCBRIDE AVENUE
81	NONCONTRIBUTING STRUCTURE		139 MCBRIDE AVENUE
82	CASPERS SILK COMPANY MILL		155 MCBRIDE AVENUE

ID	Name	Alternate Name (if known)	Address
83	NONCONTRIBUTING STRUCTURE		155 MCBRIDE AVENUE
84	NONCONTRIBUTING STRUCTURE		155 MCBRIDE AVENUE
85	NONCONTRIBUTING STRUCTURE		155 MCBRIDE AVENUE
86	NONCONTRIBUTING STRUCTURE		175 MCBRIDE AVENUE
87	MIXED USE STRUCTURE		181 MCBRIDE AVENUE
88	RESIDENTIAL STRUCTURE		177-179 MCBRIDE AVENUE
89	NONCONTRIBUTING STRUCTURE		9 WALKER STREET
90	NONCONTRIBUTING STRUCTURE		13 WALKER STREET
91	STANLEY M. LEVINE RESERVOIR		GRANT STREET
92	NONCONTRIBUTING STRUCTURE		19 WALKER STREET
93	NONCONTRIBUTING STRUCTURE		157 GRAND STREET
94	CONCRETE FRAME BUILDING		101 OLIVER STREET
95	NONCONTRIBUTING STRUCTURE		61 SPRUCE STREET
96	PUBLIC SERVICE TROLLEY BARN		6 MARKET STREET
97	SINGLE-STORY BRICK BUILDING		53-55 JERSEY STREET
98	157 OLIVER STREET		157 OLIVER STREET
99	159 OLIVER STREET		159 OLIVER STREET
100	MURRAY MILL		76 MILL STREET
101	PATERSON RESCUE MISSION		38-44 MILL STREET
102	COOKE FOUNDRY		32-34 MILL STREET, 18-22 MARKET STREET
103	COMMUNITY CHARTER SCHOOL OF PATERSON		75 SPRUCE STREET
104	ARGUS MILL (ESSEX MILL STOREHOUSE)		5-7 MILL STREET

ID	Name	Alternate Name (if known)	Address
105	PUMP HOUSE	E&H LAMINATING AND SLITTING, ANNITTI ENTERPRISES	138 GRAND STREET
106	NONCONTRIBUTING STRUCTURE		138 GRAND STREET
107	MIXED USE STRUCTURE		235 GRAND STREET
108	RESIDENTIAL STRUCTURE		239 GRAND STREET
109	COMMERCIAL STRUCTURE		247 GRAND STREET
110	COMMERCIAL STRUCTURE		249 GRAND STREET
111	NONCONTRIBUTING STRUCTURE		94 SPRUCE STREET
112	RESIDENTIAL STRUCTURE		92 SPRUCE STREET
113	RESIDENTIAL STRUCTURE		90 SPRUCE STREET
114	RESIDENTIAL STRUCTURE		88 SPRUCE STREET
115	RESIDENTIAL STRUCTURE		86 SPRUCE STREET
116	RESIDENTIAL STRUCTURE		84 SPRUCE STREET
117	RESIDENTIAL STRUCTURE		82 SPRUCE STREET
118	NONCONTRIBUTING STRUCTURE		BARBOUR STREET
119	INDUSTRIAL STRUCTURE		1-11 MORRIS STREET
120	INDUSTRIAL STRUCTURE		1-11 MORRIS STREET
121	INDUSTRIAL STRUCTURE		1-11 MORRIS STREET
122	NONCONTRIBUTING STRUCTURE		97 SPRUCE STREET
123	RESIDENTIAL STRUCTURE		95 SPRUCE STREET
124	RESIDENTIAL STRUCTURE		93 SPRUCE STREET
125	NONCONTRIBUTING STRUCTURE		91 SPRUCE STREET
126	INDUSTRIAL STRUCTURE		89 SPRUCE STREET
127	PATERSON PUBLIC SCHOOL NO. 2		2-20 PASSAIC STREET
128	DANIEL THOMPSON AND JOHN RYLE HOUSES	THOMPSON-RYLE HOUSE	8-9 MILL STREET
129	QUESTION MARK II BAR		20 VAN HOUTEN STREET
130	PUBLIC SERVICE BUILDING		CURTIS PLACE AND COLLEGE BOULEVARD
131	METRIC SHIRT COMPANY BUILDING		2 BROADWAY

ID	Name	Alternate Name (if known)	Address
132	RESIDENTIAL STRUCTURE		63 RYLE AVENUE
133	RESIDENTIAL STRUCTURE		61 RYLE AVENUE
134	RESIDENTIAL STRUCTURE		57 RYLE AVENUE
135	RESIDENTIAL STRUCTURE		53 RYLE AVENUE
136	RESIDENTIAL STRUCTURE		49 RYLE AVENUE
137	RESIDENTIAL STRUCTURE		43-47 RYLE AVENUE
138	RESIDENTIAL STRUCTURE		39 RYLE AVENUE
139	RESIDENTIAL STRUCTURE		37 RYLE AVENUE
140	RESIDENTIAL STRUCTURE		35 RYLE AVENUE
141	RESIDENTIAL STRUCTURE		25 RYLE AVENUE
142	INDUSTRIAL STRUCTURE		514 TOTOWA AVENUE
143	CHURCH		86 MARION STREET
144	INDUSTRIAL STRUCTURE		TOTOWA AVENUE
145	NONCONTRIBUTING STRUCTURE		486 TOTOWA AVENUE
146	MIESCH SILK COMPANY CLOTH CUTTING BUILDING		466-480 TOTOWA AVENUE
147	MIESCH SILK COMPANY BOILER HOUSE		466-480 TOTOWA AVENUE
148	INDUSTRIAL STRUCTURE		460 TOTOWA AVENUE
149	INDUSTRIAL STRUCTURE		460 TOTOWA AVENUE
150	PUBLIC SCHOOL NO. 5		430 TOTOWA AVENUE
151	HINCHLIFFE STADIUM		LIBERTY AND MAPLE STREETS
152	NONCONTRIBUTING STRUCTURE		38 WAYNE AVENUE
153	NONCONTRIBUTING STRUCTURE		40 WAYNE AVENUE
154	RESIDENTIAL STRUCTURE		42 WAYNE AVENUE
155	RESIDENTIAL STRUCTURE		44 WAYNE AVENUE
156	RESIDENTIAL STRUCTURE		46 WAYNE AVENUE
157	RESIDENTIAL STRUCTURE		48 WAYNE AVENUE
158	RESIDENTIAL STRUCTURE		50 WAYNE AVENUE
159	NONCONTRIBUTING STRUCTURE		52 WAYNE AVENUE
160	RESIDENTIAL STRUCTURE		37 WAYNE AVENUE
161	RESIDENTIAL STRUCTURE		39 WAYNE AVENUE
162	RESIDENTIAL STRUCTURE		41 WAYNE AVENUE
163	RESIDENTIAL STRUCTURE		43 WAYNE AVENUE

ID	Name	Alternate Name (if known)	Address
164	RESIDENTIAL STRUCTURE		45 WAYNE AVENUE
165	RESIDENTIAL STRUCTURE		47 WAYNE AVENUE
166	RESIDENTIAL STRUCTURE		49 WAYNE AVENUE
167	NONCONTRIBUTING STRUCTURE		51 WAYNE AVENUE
168	NONCONTRIBUTING STRUCTURE		31 WAYNE AVENUE
169	RESIDENTIAL STRUCTURE		29 WAYNE AVENUE
170	RESIDENTIAL STRUCTURE		27 WAYNE AVENUE
171	NONCONTRIBUTING STRUCTURE		21 WAYNE AVENUE
172	RESIDENTIAL STRUCTURE		21 WAYNE AVENUE
173	RESIDENTIAL STRUCTURE		19 WAYNE AVENUE
174	RESIDENTIAL STRUCTURE		17 WAYNE AVENUE
175	RESIDENTIAL STRUCTURE		11 WAYNE AVENUE
176	RESIDENTIAL STRUCTURE		9 WAYNE AVENUE
177	RESIDENTIAL STRUCTURE		1-7 WAYNE AVENUE
178	NONCONTRIBUTING STRUCTURE		86 FRONT STREET
179	RESIDENTIAL STRUCTURE		84 FRONT STREET
180	RESIDENTIAL STRUCTURE		84 FRONT STREET
181	RESIDENTIAL STRUCTURE		80 FRONT STREET
182	RESIDENTIAL STRUCTURE		76 FRONT STREET
183	RESIDENTIAL STRUCTURE		74 FRONT STREET
184	NONCONTRIBUTING STRUCTURE		72 FRONT STREET
185	RESIDENTIAL STRUCTURE		68 FRONT STREET
186	NONCONTRIBUTING STRUCTURE		64 FRONT STREET
187	NONCONTRIBUTING STRUCTURE		60 FRONT STREET
188	NONCONTRIBUTING STRUCTURE		56 FRONT STREET
189	NONCONTRIBUTING STRUCTURE		52 FRONT STREET

Resource Descriptions and Photographs

Photographs for each resource are grouped throughout the resource descriptions, distributed according to the description page spreads. See Resource ID Key for locations. Additional photographs have been submitted electronically.

Resources located within current NHL district boundaries

01 S.U.M. Upper Raceway

The S.U.M. Upper Raceway begins at a lock located at the S.U.M. Gatehouse. It travels east and then southeast to the Dolphin Mills Complex before becoming a tailrace that loops back up to the northwest, continuing behind Rogers Locomotive Co. buildings on the west side of Spruce Street and ending near Ivanhoe Wheelhouse. The raceway's walls were constructed of brown sandstone, concrete, and natural rock, and its bottom was lined with a mixture of clay and sand.

A penstock that runs underneath McBride Avenue is visible immediately to the east of the S.U.M. Gatehouse, below the spillway to the Middle Raceway. An elevated walking path that begins to the south of the intersection of McBride Avenue and Spruce Street overlooks this drop between the Upper Raceway's tailrace and the Middle Raceway and continues to the Rogers Locomotive storage building before crossing over to another area of the Upper Raceway.

The Upper Raceway was the last of the S.U.M. raceways to be constructed. In order to build this section, the S.U.M. raised the level of an earthen embankment that blocked water from leaving a nearby reservoir. Leakage problems led the S.U.M. to alter the water's path in 1838 by creating a new masonry dam downstream of the wooden one that it replaced; this alteration made the reservoir obsolete, although it was not filled in until 1846.

02 S.U.M. Gatehouse

The S.U.M. gatehouse is a single-story board and batten building set over the lock that forms the beginning of the S.U.M. Upper Raceway, at the intersection of McBride Avenue and Spruce Street. It is located below street level, supported by a brown sandstone wall on its southern end and by concrete on its northern end. The entrance is on the west elevation and can be accessed by a non-historic set of stairs and small bridge that connect it to McBride Avenue. The building has a standing seam metal roof, and its window openings have been boarded shut.

This S.U.M. gatehouse was constructed upon the removal of a reservoir that had been part of the S.U.M. raceway system until 1838, when a dam in the Passaic River made it obsolete.

03 Ivanhoe Wheelhouse

The Ivanhoe Mill Wheelhouse is located on the west side of Spruce Street, where the Upper Raceway's tailrace drops through a spillway to the Middle Raceway. The front (east) section of

the wheelhouse is a single-story structure with a shed roof. It has entrances on the northeast (Spruce Street) and northwest elevations. The back (west) section of the building stands on an arched foundation that follows the path of the Upper Raceway's tailrace, which ran from south to north, parallel to the primary section of this raceway. A circular infilled opening on the northwest elevation of the Ivanhoe Wheelhouse indicates where the Upper Raceway penstock once entered the back section of the building.

This building provided power to Ivanhoe Mill, which was built around 1850 by H. V. Butler and Company. In 1866, the company merged with or was incorporated into Ivanhoe Manufacturing Co., and Henry V. Butler became the company's president. Ivanhoe Wheelhouse contained three turbines that supplemented the steam-powered engines within Ivanhoe Mill. Ivanhoe Manufacturing Co., which produced paper, defaulted on its mortgage in the 1880s and the property went through the ownership of several different companies before being sold to the S.U.M. in 1901.

04 Noncontributing structure (Burger King)

This is a non-historic one-story brick building on Spruce Street, currently occupied by Burger King. It is presumed to be non-contributing.

05 Rogers Locomotive Company Frame Fitting Shop and Administrative Building

The Rogers Locomotive Company frame fitting shop and administrative building are two interconnected structures within the Rogers Locomotive complex, both located on the west side of Spruce Street. The administrative building is located immediately northwest of the frame fitting shop, and the two structures are linked by skybridges at the second and third stories.

The administrative building is a 2.5-story brick structure that faces northeast toward Spruce Street. Its primary elevation is divided into seven bays, which are separated by brick piers. Six of the seven bays feature paired sash windows at the first and second stories, with metal lintels and stone sills for each pair of windows. There are five dormers on the primary elevation and three recently constructed ones on the rear (southwest) elevation. On the primary elevation, the brick has been painted with advertising banners between each story. The sign above the second story reads "Paterson Silk Machinery Exchange," and the sign between the first and second stories reads "Looms Warpers Winders Quillers Coppers Jaquards & Supplies." An additional sign on the northwest elevation reads "Home of Paterson Silk Machinery Exchange Office."

The frame fitting shop is a side-gabled three-story brick building with four sets of double doors at the first floor on its primary (northeast) elevation. A stone stringcourse separates the first story from the two above, which are divided into twelve bays by shallow piers. Each bay features a sash window at the second and third stories. There are loading bays on the secondary (southeast and northwest) elevations, and pairs of skybridges on each of these elevations connect this building to the adjacent ones (the administrative building, and Resource 07).

06 Rogers Locomotive Storage Building

The Rogers Locomotive storage building, located behind the company's frame fitting shop and administrative building (Resource 05), is a 2.5-story end-gabled brick structure that sits atop the S.U.M. Upper Raceway's tailrace. Its southeast elevation is four bays wide, with a door spanning all four bays on the lower story and a loading door with a hoisting pier in the third bay of the second story. There is a circular window in the gable. Some sash windows on the northeast elevation, and all on the northwest elevation, have been boarded up or infilled; the remaining sash windows have a

2-over-2 configuration. There is a recently constructed entrance vestibule at the northeast corner of the building.

07 Rogers Locomotive Co. Millwright Shop

This three-story brick and stone building is located on the west side of Spruce Street between Barbour Flax Mill (Resource 09) and the Rogers Locomotive Company frame fitting shop (Resource 05). It is side gabled, and its primary pedestrian entrance is located off-center on the primary (northeast) elevation. This elevation also has two loading entrances, sheltered by protruding corrugated-metal roofs, with a hoisting pier at the third story above each loading entrance. Shallow brick piers separate the primary elevation's 18 bays, and most window openings have been altered or completely infilled. The building has an ornamental metal rail above the roof's fascia, and skybridges connect to adjacent buildings to the north (Resource 05) and south (Resource 09), although only the structural framing remains for the skybridges at the north end of the building. This building was constructed to replace a previous one of the same form that was destroyed in a fire in 1879. It was part of the Rogers Locomotive complex on Spruce Street, and it was used to manufacture heavy equipment.

08 Dolphin Jute Mill Complex

The primary building of the Dolphin Jute Mill complex faces Spruce Street. Additional structures are located to the west, set back from the street and behind this building, which is four stories tall and has a shallow front gable. For the purposes of this survey, all of the buildings on this site are considered one resource; the building at the east end of the site, along Spruce Street, is considered the primary building.

The four-story primary building features brick walls and stone quoins, sills, lintels, stringcourses, and foundation walls. The windows are distinctly shaped, occupying modified-trapezoid openings. The building's entrance is located on its southeast elevation, with fire escape balconies above at the second, third, and fourth stories. Several skybridges connect this building to the Barbour Flax Mill to the northeast (Resource 09).

This building was constructed in 1844 as a hemp processing mill for the American Hemp Company. By 1851, it had become part of the Dolphin Manufacturing Company, which leased additional water rights, bringing its total to five square feet of water from the S.U.M. Upper Raceway. The fourth story was added in 1869 to accommodate a steam engine and boiler. By 1881, the mill had become the largest jute processor in the United States.

09 Barbour Flax Mill

The four-story Barbour Flax Mill is a side-gabled stone and brick building. Stucco and faux stone covers most of its northeast (Spruce Street) and southeast elevations. Most of the 9-over-9 sash windows appear to be original, although some have been altered to accommodate a fire escape that extends across three of the primary elevation's ten bays.

At the western portion of this parcel, and attached to the rear elevation primary building by a one-story brick structure, is a large, historic four-story brick building with stone detailing and two prominent octagonal brick turrets. Skybridges link this brick building to the adjacent Dolphin Jute Mill Complex (Resource 08).

The Barbour Flax Mill was part of a complex of buildings owned by the Barbour Flax Spinning Company, which was established in Scotland in 1739 before moving its central operations to Ireland. The company expanded to Paterson in 1864, constructing mills throughout the city

Resource 01

Resource 02

Resource 03

Resource 05

Resource 06

Resource 07

Resource 08

Resource 09

including along Spruce and Grand Streets; other structures in this complex include Granite Mill (Resource 11) and a machine shop behind Dolphin Jute Mill (Resource 08).

10 Industrial Warehouse and Storage

This five-story brick building is located on Morris Street, north of Grand Avenue. Its primary (northeast) elevation is arranged with eleven irregular bays at the first story and five irregular bays at the second through fifth stories. The central window openings on the second through fifth stories are smaller than the other openings on this elevation, although they all feature stone sills and segmental brick arches. A date stone over the central window of the first story reads "1909." All of the windows on the northeast and northwest elevations have been infilled, and most of the infill material has been painted a pinkish cream color. A ghost sign on the easternmost end of the southeast elevation reads "Industrial Warehouse and Storage," with an illegible word or number below.

11 Granite Mill

This three-story brick and brownstone building is located at the northwest corner of Grand and Morris Streets. It is set on a slope, and the eastern portion of its basement level is partially above-ground at the eastern end of the parcel. The primary elevation faces southeast and extends more than 450 feet along Grand Street. It features rough-faced brownstone at the basement and the first and second stories, with brick and stone stringcourses above the second story. The third story and two protruding towers feature brick walls. The northeast elevation is faced with brownstone and features a shallow gable with an infilled window opening. As of August 2017, the building was in the process of being rehabilitated, with new windows installed throughout the building. Window openings throughout the building feature segmented brick arches and stone sills.

Granite Mill was part of a complex of buildings owned by the Barbour Flax Spinning Company, which was established in Scotland in 1739 before moving its central operations to Ireland. The company expanded to Paterson in 1864, constructing mills throughout the city, including along Spruce and Grand Streets. Other structures that were historically part of this complex include Barbour Flax Mill (Resource 09) and a machine shop behind Dolphin Jute Mill (Resource 08).

12 | 13 Non-contributing structures

These two connected buildings are non-historic and presumed to be non-contributing. Resource 12 is a one-story structure with an open patio in front, along Grand Street. It appears to be vacant. Resource 13 is a two-story residential structure; its current use is unknown.

14 Non-contributing structure

This one-story structure comprises four connected commercial properties. It is non-historic and presumed to be non-contributing.

15 Rogers Locomotive Co. Erecting Shop

The Rogers Erecting Shop, located at the southeast corner of Spruce and Market Streets, is a 3.5-story brick building that extends approximately 220 feet along Spruce Street. Its current primary entrance is located in the southernmost bay of the southwest elevation, which comprises 13 bays in total. Each of the other 12 bays features a large set of doors at the first story, topped by paired transoms and metal lintels with decorative rosettes. The second and third stories feature

sash windows separated by brick piers. A stone date marker near the center of this elevation reads "1835 Rebuilt 1874 Rogers Locomotive & M. Works." A monitor roofline runs the full length of the building, above a decorative brick cornice.

The building's northwest elevation is similar in form to that of the Ryle Union Works building across Market Street (Resource 16): it is five bays wide, and the central bay has a large hoisting pier in the gable's peak. A two-story end-gabled structure is attached to the building's northwest elevation and is in ruinous condition.

This building is the oldest extant structure within the Rogers Locomotive Company complex. The double doors on the primary elevation enabled the transport of finished locomotives out of the building. It now hosts the Paterson Museum.

16 Ryle Union Works/Ryle Tenant Mill

The Union Works building, located on the northeastern corner of Spruce and Market Streets, is a four-story end gabled brick building. The site slopes up from south to north, fully exposing the first story and the brownstone foundation on the southeast elevation and partially exposing the foundation walls on the southwest and northeast elevations. The building's primary elevation faces southeast on Market Street. This elevation is five bays wide, with a hoisting pier above the central bay and historic loading doors at each story of the central bay. The westernmost bay features a stone panel above the first story, with an inscription that reads "Union Works 1827 1890," although this does not indicate the year of construction.

A brick dentil course forms the main cornice for the building, and an additional belt course separates the second and third stories on each elevation, with shallow brick piers above the second story that separates the bays of the upper two stories. Star anchor plates are visible on all four elevations.

Through the mid-nineteenth century, a wide range of products was manufactured in this building, which was the first to process silk in Paterson. Stephen Van Winkle, a silk weaver who had also produced silk at the Phoenix and Beaver Mills, owned this building from 1864 to 1888; William T. Ryle, son of John Ryle, later owned the building.

17 Visitors Center

This single-story frame building is located on the southeast corner of the intersection of McBride Avenue and the McBride Avenue extension. It is set back from the street and faces northwest, toward the intersection. A parking lot occupies most of the parcel, and the S.U.M. Middle Raceway runs behind the building along the former Passaic Street.

This building has painted board-and-batten walls and a projecting shed roof that is supported by painted wood corbels. The primary elevation is three bays wide and includes a central entrance that protrudes slightly from the building, with projecting windows on either side.

18 S.U.M. Middle Raceway

This is the oldest section of the S.U.M. Raceway system. It begins at the spillway next to the Ivanhoe Wheelhouse and continues northeast under Spruce Street and along the former Passaic Street. It turns to the north behind Hamilton Mill, crosses under McBride Avenue Extension, and reaches the spillway to the lower raceway in the ATP site. The Middle Raceway's tailrace (Resource 30) follows the western side of Mill Street, although it is only visible in front of the Hamilton Mill Site.

The Middle Raceway's walls are sandstone, natural embankment, and concrete, and the bottom was likely soil and mud over sand. Foundations of former buildings form part of the raceway's wall along Passaic Street. The Raceway is cluttered with debris.

19 Glenro Building

This three-story concrete-frame building is located on the south side of McBride Avenue. It features a brick parapet with The large original window openings have been infilled with brick and stucco, with smaller non-historic windows set within the infill. It has brick and stucco infill and a parapet with brick and stone coursing. The rear (southeast) elevation of the building is adjacent to the S.U.M. Middle Raceway.

20 | 21 Hayes Manufacturing Company Building

This single-story brick building (Resource 20) and its non-historic addition (Resource 21) is located east of the Glenro Building (Resource 19) on the south side of the McBride Avenue Extension. The primary building is faced with red stucco, and a mural covers part of its southwest elevation, which also includes the building's entrance. Paired windows have brick lintels and sills.

In the late nineteenth and early twentieth centuries, the building was owned by Hayes Manufacturing Company, which produced copper range boilers. The addition was constructed at an unknown date.

22 Two-story building with cornice

This two-story brick building is located on the south side of the McBride Avenue Extension, set back from the street and obscured today by overgrown brush. The primary (northwest) elevation features a metal cornice with a brick parapet above. It also appears to feature a non-historic entrance addition at the first story, but this addition is obscured.

The window openings, which are boarded up, have stone sills and lintels on all visible elevations. The windows on the primary elevation have particularly elaborate stone lintels, including keystones and stone coursework at the second story. This building appears to be in a ruinous state.

23 Two-story Brick Building

This two-story brick building is located on the south side of the McBride Avenue Extension. Its primary (northwest) elevation is divided into eight bays by shallow brick piers, with corbelling within each opening above the second story. The building's window openings have been boarded up, and the roof has collapsed.

24 Single-story Structure on the Middle

This gable-roofed brick structure is located over the Middle Raceway, before it curves to the north behind the Hamilton Mill Building. It is supported by metal I-beams resting on the Raceway's stone walls. Its primary (southeast) elevation faces a pedestrian path that runs along the former Passaic Street, separating this building from the Danforth and Cooke Building (Resource 27). The structure is heavily graffitied and appears to be out of use.

25 | 26 Cooke Locomotive Co. Office Building

This three-story brick building is located on the north side of Market Street. It is faced with brownstone on the first story of its south and east elevations, with brick walls above at the second and third stories. The primary (south) elevation spans six irregular bays, separated by shallow brick

piers and crowned by an ornate brick cornice at the roofline. Several stone belt courses extend across the primary elevation between each story. The primary entrance is framed by a semicircular brownstone arch with three smaller windows above. The secondary elevations are simpler and do not feature stone cornices or brick piers. Instead, the windows on the secondary elevations feature simple, flat stone lintels and sills.

The primary building was once part of a larger complex that included buildings that have since been demolished. A recent four-story addition (Resource 26) more than doubles the size of this structure, extending north from the rear elevation of Resource 25. It features brick walls and window openings at the second through fourth stories. An iron skybridge once connected this building to the Danforth erecting shop immediately to the west.

27 Cooke Mill Building

This four-story brick building is roughly rectangular in form, with a shallow bend at its eastern end. Its primary (southeast) elevation is set back from Market Street, and its north elevation follows the path of the S.U.M. Middle Raceway. Brick piers separate each bay, extending from the ground level to the arched lintels of the fourth-story windows. The 9-over-9 sash windows are mostly replacements, although many of the window surrounds appear to be original. There are solar panels on the southern portion of the roof.

The building was part of the Cooke Locomotive Machine Works complex on Market Street between Spruce and Mill Streets. Its eastern portion may be stone beneath exterior brick, or this stone portion may have been rebuilt as brick after 1915. Rehabilitation of the building was actively underway at the time of survey.

28 Former Hamil Mill/Godwin Mill

The extant brick building replaced the historic Hamil Mill/Godwin Mill in 1983. It has four stories, with commercial storefronts at the first story and residential or commercial use above. A large tower is located at the southeast corner of the building, at the intersection of Mill and Market Streets.

29 S.U.M. Passaic Street Bridge

This sandstone bridge extends over the Middle Raceway tailrace, which is visible as a depression in the ground along the western side of Mill Street in front of the Hamilton Mill building. When the bridge was constructed in 1858, it was part of Passaic Street, running along the S.U.M. Middle Raceway; this section of Passaic Street has since been closed to vehicular traffic. Today, the bridge crosses over the tailrace and ends at the pathway and parking lot behind the Hamilton Mill building. Most of the bridge's span comprises a steep ramp surfaced with square pavers. Shallow concrete stairs with a metal handdrail on the northern side of the bridge accommodate pedestrians. The bridge's stone walls are capped by pitched coping stones, and on each side of the bridge, the tailrace opening is framed by a stone archway and inscribed keystones. (The inscriptions are illegible at a distance and due to deterioration.)

30 Middle Raceway Tailrace

The Middle Raceway's tailrace is daylighted along the western side of Mill Street, from the McBride Avenue Extension to the S.U.M. Passaic Street Bridge (Resource 29). It continues underground along Market Street.

The tailrace features stone walls, and its bottom is overgrown with brush and littered with debris. The front portion of the Hamilton Mill building (Resource 31) bridges the tailrace and abuts

Resource 10

Resource 11

Resource 15

Resource 16

Resource 17

Resource 18

Resource 19

Resources 20 | 21

Resource 22

Resource 23

Resource 24

Resource 25

Resource 26

Resource 27

Resource 28

Resource 29

the sidewalk. At various intervals, semicircular openings in the stone walls of the tailrace, extending under buildings such as the Hamilton Mill, have been infilled.

31 Hamilton Mill

The Hamilton Mill building is located at the southwest corner of Mill Street and McBride Avenue. Only the two-story protruding front (east) section, which bridges the Middle Raceway's tailrace (Resource 30), and the southern end of the east elevation remain from the historic mill building. Part of this structure may actually be from the Hope Mill, which dated to 1822. The protruding section may be part of the original mill, or a late-1880s addition. Its east elevation is divided into three bays, with an arched doorway in on the northern bay. A loading door and hoist beam are located in the central bay at the second story of this section.

Behind the historic brick curtain wall on the east elevation, a large addition was constructed in the 1990s. It extends the full length of the parcel, occupying a similar footprint to the similar structure. The addition is a full story taller than the historic building, but it is recessed behind the salvaged curtain wall and adopts a similar material palette to the older fabric. This includes brick walls and hung windows with stone lintels and sills. (The window openings and trim on the addition are intentionally differentiated from the historic window openings.)

32 Franklin Mill

Franklin Mill is a three-story brick building located at the northwest corner of McBride Avenue and Mill Street, on a site that slopes up from the Mill Street (northeast) elevation. Based on this sloping site, the entrance on the southeast elevation, facing McBride Avenue, is at the second story of the building, The building's southwest and northeast elevations border the S.U.M. Middle Raceway and tailrace, respectively. A parking lot occupies the northern portion of the parcel.

As with many other mills in the area, this mill processed silk in the late nineteenth and early twentieth centuries. Its footprint has changed significantly over time.

33 Essex Mill

The brick Essex Mill building is U-shaped in form, with three distinct sections: a two-story central section is flanked by four-story wings that extend back from the street. Two brick towers are located in the interior courtyard, at the two corners where the central section and the wings meet.

All three sections of the building are relatively simple and unornamented, with simple stone sills and arched brick lintels throughout. The central two-story section has a large, off-center entrance that provides access to an interior courtyard. The two wings display star anchor plates on their secondary (northwest and southeast) elevations. On the northeast elevation of the north wing, a metal plaque at the fourth story reads "R & H Adams 1871 & 1872."

The Essex Mill site, which historically included the Old Yellow Mill immediately to the west (Resource 30), was one of the earliest S.U.M. mill sites. In 1802, Charles Kinsey and Israel Crane leased rights to fifteen square inches of the S.U.M. Middle Raceway's water to power a paper mill on this property. The present structure, built in the early 1870s, has manufactured mosquito netting, cotton products, and silk. The company listed on the building's metal plaque, R & H Adams, was a major mosquito net manufacturer that bought and expanded Essex Mill in 1871, a few years after a fire destroyed its former building. The Essex Mill had a penstock, reservoir, and spillway at the time of the NHL nomination. These features may still be extant in the courtyard, but we did not have access to that area while surveying.

34 Old Yellow Mill (Essex Mill Complex)

This 3.5-story building is set back from Mill Street, located behind the U-shaped Essex Mill building (Resource 33) and helping to enclose a courtyard with the Essex Mill. It features brick walls above a stone foundation at the (partially below-grade) first story. The stone foundation represents the remnants of an 1804 structure, the Old Yellow Mill.

The primary (southeast) elevation is divided in half by a brick pier. Its windows are replacement one-over-one sash windows.

35 Passaic River Dam

The S.U.M. constructed this dam in 1838 to replace an earlier one that had been located further upstream. This rendered a preexisting reservoir (located southeast of the dam) obsolete, resolving issues of leakage at that site. An additional three feet of height, composed of stone with wooden flashboards, was added to the dam in 1864, and further alterations were made in 1868. A small section of bridge survives above the dam.

36 Hydroelectric Plant

The hydroelectric plant is located on the eastern side of the Passaic River, below the Great Falls and down a steep slope from McBride Avenue. The building's primary elevation faces south, and its west elevation is constructed into the rock face. A six-story brick stair tower is located at the southwest corner of the building, abutting the primary elevation and the rock face and providing access to the building from above the falls. The tower is capped by a standing seam metal roof.

The primary elevation features a central door with a large arched transom above, separated by a stone date plaque that reads "1791 S.U.M. 1914." Also on this elevation, a round window is set into the gable.

The east elevation is five bays wide and features large arched windows that extend nearly the full height of the interior space. The stone cornice's decoration is similar to that on the field house (Resource 37), which is part of the same complex, and of the S.U.M. administration building (Resource 39), which overlooks this structure from McBride Avenue.

Penstocks on the western side of the structure capture water from above the falls, which travels through rock at the river's bend and falls 67 feet to the plant. The generator room originally held S. Morgan Smith horizontal-shaft double-runner turbines. One older turbine remains; all other turbines have been replaced with modern equipment.

37 Field House

The field house is a single-story brick building that is part of the hydroelectric plant complex, located at street level above (and southwest of) the main plant building. Its primary entrance is on the north elevation, where a large door would have allowed for large equipment to be transported into and out of the building. The end-gabled building features a stone cornice and sills. The windows have been boarded shut.

38 Great Falls Arch Bridge

The Great Falls Arch Bridge overlooks the Great Falls of the Passaic River. It extends from the upper level of the S.U.M. hydroelectric plant (Resource 36) and field house (Resource 37) on the eastern side of the river to Mary Ellen Kramer Park on the western side. (Due to the bend in the falls at this point, the bridge actually extends south-north.)

The current water main, running parallel to the bridge, is a replacement of an earlier pipe that was part of the Passaic Water Company's system. When it was replaced in 1983, a deck for pedestrian access was removed.

39 Steam Generating Plant Foundation

Overlook Park's parking lot is supported by the foundation of the 1915 steam plant, which was constructed shortly after the hydroelectric plant to supply power during periods when the water level was too low and insufficient to generate electricity. The steam generating plant building was struck by lightning in 1958 and demolished soon after that, leaving only the two-story foundation wall.

40 S.U.M. Administration Building

The two-story S.U.M. Administration Building is located immediately to the north of the intersection of McBride Avenue and Spruce Street. The building is brick, and it features a stone cornice under a side-gabled roof. The stone decoration along the cornice is similar to that on the S.U.M. Hydroelectric Plant and Steam Generating Plant.

The primary (east) elevation is three bays wide, with an entrance in the central bay that is sheltered by a flat cantilevered metal roof above. Both stories have wooden sash windows, in a one-over-one configuration on the first story and a nine-over-one configuration on the second.

The primary elevation faces Overlook Park's parking lot, and a path extends from McBride Avenue along this elevation to a viewing area that overlooks the Great Falls.

41 Allied Textile Printing Site [Not surveyed]

42 Allied Textile Printing Site [Not surveyed]

43 S.U.M. Lower Raceway

The S.U.M. Lower Raceway begins at the ATP site and extends along the northern side of Van Houten Street. Some of the industrial buildings on the street extend over the raceway, while others are set back from the street and accessible by bridges. The raceway features stone walls, and its base is overgrown with vegetation (grass in most areas) and littered with debris.

44 Raceway Footbridges

Several small bridges provide access over the raceways, linking the mills with their adjacent streets. These include: several bridges to the ATP site along the bend in Van Houten Street (near Resources 45 and 46); two bridges to Phoenix Mill (Resource 48); one bridge that transitions to an alley between Harmony and Industry Mills (Resources 49 and 51); and one bridge over the Upper Raceway by the Rogers Locomotive Company Frame Fitting Shop and Administrative Building (Resource 06). This last footbridge may correspond to the location of a flume that was part of the Upper Raceway system.

45 Allied Textile Printing Site [Not surveyed]

46 Allied Textile Printing Site [Not surveyed]

47 Congdon Mill

The Congdon Mill building extends back from Van Houten Street to form the western portion of a building complex that includes Phoenix Mill. This four-story brick building features a side-gabled roof with a stepped parapet on the front section of the building, which bridges the Lower Raceway (Resource 43). The primary (southeast) elevation is divided into twelve bays by brick piers, with two entrances at the southwest end of this elevation. The southwestern bay's entrance consists of a large vehicular opening to provide access to the interior courtyard/parking lot (inaccessible for survey).

48 Phoenix Mill

This building is located on the north side of Van Houten Street. Its primary (southeast) elevation is composed of two interconnected sections that are visible from the street: to the west (left) is a two-story section that is fifteen bays wide, and to the east (right) is a four-story structure that extends back toward the Passaic River. These two sections, together with Congdon Mill (Resource 47) and another building set back from Van Houten Street, form a complex of buildings with a central courtyard.

The S.U.M. Lower Raceway (Resource 43), which runs along the northern side of Van Houten Street, separates the Phoenix Mill from the sidewalk. Two bridges (part of Resource Resource 44) cross over the raceway to provide access to the two-story section of the building. The first bridge leads to a porte-cochère in the sixth bay that provides access to the interior courtyard. The second bridge connects to the easternmost bay of the two-story structure, providing pedestrian access to both this section and the four-story portion of the mill. The entire building has sixteen-over-sixteen sash windows with segmental arched brick lintels and stone sills. (The lintels vary between the two-story and four-story sections.)

Phoenix Mill is one of the oldest structures in the S.U.M. historic district. The earliest section of the building dates to c. 1813, and a large addition was added in the 1820s. Physical investigation completed as part of a 1983 HAER survey found that the original structure may have been built with plans for subsequent expansion. The mill processed cotton until the mid-1860s, when it switched its operations to silk.

49 Harmony Textile Mill

This five-story brick building is separated from Van Houten Street by the Lower Raceway (Resource 43). Its primary elevation faces southeast, although the entrance is on the building's northeast elevation, bordering an alley that separates the Harmony Textile Mill from the Industry Textile Mill (Resource 51).

The building has a shallow end-gabled roof with two courses of bricks laid in a dogtooth pattern to form a cornice. The first story of the northeast (side) elevation is almost entirely faced with stucco, with an aluminum entrance door located at the southern end of the elevation. The window openings throughout the building, which appear to have their original wooden jambs, feature a mix of 1-over-1 wood sash windows, plexiglass sheets, and plywood boards. Two openings on the northeast elevation display ghosts of skybridges that once connected the upper levels of this building to the Industry Textile Mill next door.

An earlier wooden building, also called the Harmony Mill, occupied this site from 1822 until it was destroyed in a fire in the mid-nineteenth century.

Resource 30

Resource 31

Resource 32

Resource 33

Resource 34

Resource 35

Resource 36

Resource 37

Resource 38

Resource 39

Resource 40

Resource 43

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Resource 44

Resource 44

Resource 47

Resource 48

Resource 49

Resource 50

Resource 51

50 Two-story Building with Stepped Parapet (Old Harmony Mill?)

This two-story brick building is set back from Van Houten Street behind Harmony Mill (Resource 40). Its primary (southeast) elevation is five bays wide and has a stepped parapet. A loading dock and door occupy the central portion of this elevation's first floor, and there are 6-over-6 replacement windows with segmental brick arches on the second story.

51 Industry Textile Mill

This five-story brick building extends back from Van Houten Street toward the Passaic River, with several distinct sections that reflect additions over time. The front section's primary (southeast) elevation is nine bays wide, with a non-historic one-story addition that spans the full width of the elevation and bridges the S.U.M. Lower Raceway (Resource 43). The southeast elevation also features a cross gable that occupies the central three bays and has an infilled circular window at the roofline. Shallow piers separate the primary elevation's window openings, many of which have been boarded up or infilled with concrete block. Those that remain open include both wood and replacement one-over-one sash windows with ornamental segmental arches.

Two openings on the southwest elevation exhibit ghosts of skybridges that once connected the upper levels of this building to Harmony Mill next door (Resource 49).

A decorative brick cornice along the three visible elevations of the building's front section is similar in form to cornices on other buildings on this block, including on the Edison Illuminating Co. Office Building next door (Resource 52).

52 Edison Illuminating Co. Office Building

This building is located at the intersection of Van Houten Street and Curtis Place, and is composed of four connected brick structures. The first structure, with its primary (southeast) elevation along Van Houten Street, is a three-story brick office building with a four-story tower at the corner of Van Houten Street and Curtis Place. The building's third story and the tower's fourth story share a motif of brick arches that spring from brick piers with terra cotta capitals. The window openings throughout this first structure have been partly infilled and now hold slider windows, but the original openings are still legible and the stone sills and lintels (on the first and second stories) are still intact. All three entrance doors, located on the southeast and northeast elevations of this section, have been replaced with glass-paneled aluminum doors.

The second structure's primary (northeast) elevation faces Curtis Place, while its southeast and northwest elevations abut the other two sections of this building. On the primary elevation, shallow brick piers separate large window openings that appear to span the full height of a large interior space (e.g. warehouse). These arched window openings have been partly infilled, so that most now hold three smaller 1-over-1 sash windows. A stone belt course extends the full width of the building below these window openings. The historic brick surrounds and stone stills are still intact, despite the infill. Large service openings in the five southernmost bays have non-historic rolling garage doors that provide access to the building's interior. An ornamental brick cornice is a simplification of that on the office section described above.

The third section, which is attached to and immediately northwest of the warehouse section, shares a continuous stone belt course with that building. It also fronts Curtis Place, and its northwestern wall abuts the building on the Beaver Mill Lot.

The fourth section is a one-story brick structure that is five bays wide, although an asymmetrical parapet indicates that an additional bay may have been removed from the southern end of its primary (northeast) elevation. The windows on the primary elevation, all of which

have been boarded up, are separated by brick piers and have shallow segmental brick arches. The northwest elevation has been stuccoed. Many different companies began operations at mills on this lot before moving to other sites within the NHL district.

53 Beaver Mill Lot
The site is currently a cleared lot, and historic aerial photographs suggest that it was been in this condition since at least 1953. It is adjacent to the industrial buildings of the Industry Textile Mill (Resource 51) to the west and the Edison Illuminating Company (Resource 52) to the south. Historically, the Little Beaver Mill was located on this lot; a large fire in 1832 consumed the mill.

54 Truss Bridge
This truss bridge connects the eastern side of the Passaic River with the S.U.M. Island. It extends from Mulberry Street, which is a short road that is parallel to Memorial Drive, to the island. There is a pedestrian path on the northeastern side of this bridge, which replaced an earlier wooden bridge at this location.

55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 Structures on S.U.M. Island
These buildings are located on S.U.M. Island, which is privately owned and was inaccessible for survey, although several structures are visible from the surrounding public rights-of-way. At least one structure may date to a revised period of significance for the historic district, but most buildings are non-historic and presumed to be non-contributing.

63 Vacant commercial structure
This one-story commercial structure is non-historic and presumed to be non-contributing. It features large plate glass windows and an overhanging hipped roof. It is currently vacant.

64 West Broadway Bridge/West Street Bridge
The West Broadway Bridge is a triple-span concrete and metal deck arch bridge constructed using the Melan reinforcing system. It has ashlar spandrel walls. The piers that define the spans extend above the bridge deck to the height of a metal railing. The piers support lampposts, and historic plaques mounted on the piers give the dates of construction and restoration of the bridge, as well as the names of individuals involved in both campaigns. The bridge accommodates one lane of traffic in either direction and has pedestrian sidewalks on each side, separated from the roadway by curbs.

65 Old Hotel
The Old Hotel is a 3.5-story end-gabled brick building located on the western side of the Passaic River, at one end of the West Broadway Bridge. Its primary elevation faces east and features a faux stone veneer at the first story. This first floor alteration includes a recessed central bay with a pair of door openings flanking storefront windows, all of which are boarded up. A deteriorated wooden cornice with paired wooden brackets separates the first and second stories on this elevation.

The secondary elevations feature large areas of missing or deteriorated brick. Several windows throughout the building are missing portions of their wooden sashes or glass panes, or are covered with plywood. The south elevation has several window openings with stone sills and lintels, as well as joists and a ghost of an exterior staircase remaining from a multistory porch.

66 Noncontributing Structure
This one-story commercial structure abuts the north elevation of the Old Hotel (Resource 65). Its footprint is irregular, hugging the angle of the intersection between West Broadway and Presidential Boulevard. It is non-historic and presumed to be non-contributing.

67 Demolished structures
Various structures on this site were demolished between 2012 and 2017 (according to aerial photographs). The lot is currently vacant.

68 Addy Textile Mill/National Silk Dyeing Company Valley Works
This group of interconnected structures includes a three-story structure at the corner of Ryle Avenue and Ryle Road, an attached one-story structure in ruinous condition immediately to its south, and a third building, also ruinous, attached to and immediately east of the second structure. All three structures are currently vacant.

The first structure is the most intact of the three structures. Its primary (northeast) elevation faces Ryle Avenue and spans eleven bays, which are separated by brick piers that extend up to the corbelled brick cornice. A portion of the first story has been covered with a stucco-like material with coarse aggregates, and large sections of the structure's brick walls have been painted. This structure's historic window openings are almost entirely infilled with concrete block, boarded up, or replaced with stacked awning windows. Only one historic door and window remain extant on the third story, but the historic stone sills and arched brick lintels remain intact throughout this elevation. The secondary elevations feature large window openings with flat lintels and intact stone sills; most of the openings have been infilled with concrete block. The structure was recently damaged by a fire.

The second structure extends back along Ryle Road. It is trapezoidal in form and consists of three long bays extending approximately north to south, each with its own double pitched and monitor roofs. The roof has collapsed, and the structure is in ruinous condition.
The third structure, which extends out at an angle along the eastern side of the other two buildings, is in a ruinous state. It is two stories tall and its surviving windows feature twelve-over-twelve sash. The structure's northeast elevation is five bays wide and has a shallow parapet.

69 Demolished structures
The buildings at 52 Ryle Avenue were demolished between July 2012 and July 2013 (according to aerial photographs). The lot is currently vacant.

70 Noncontributing structure
This building was not surveyed.

71 Noncontributing structure
This building was not surveyed.

72 Conduit Gate House
This single-story brick building has a steeply-pitched hip roof with hexagonal slate shingles. The building features a polygonal annex on the building's southeast side, and the annex includes the building entrance. Two rows of glazed header brick courses form a semicircular arch over the door, and additional glazed and painted bricks form belt courses on both the annex and the primary

structure. The building's windows are arched, and the northeast and southwest elevations each have two shed dormers.

The building was identified as a machine shop and meter testing site on a 1915 Sanborn map. It is currently located within the boundaries of Mary Ellen Kramer Park.

73 Remains of 1876 Steam and Boiler Plant

This single-story brick building is located in Mary Ellen Kramer Park. It has stone and glazed-brick belt courses, as well as additional glazed bricks that form diamond patterns on the northwest and southeast elevations. The cornice, which is below a wooden fascia, includes bricks laid in dogtooth and dentil courses. The building's primary entrance is located on the northeast elevation, with a modern sign above the door that reads "Great Falls Development Corporation" and another above the central paired windows that reads "Great Falls Park." A rolling garage door on the northwest elevation allows for equipment to be transported into and out of the building.

This building was part of the Passaic Water Co. pumping station, which was linked to the company's reservoirs and facilities on the western side of the Passaic River.

74 Passaic Water Co. Pump House

Passaic Water Co.'s pump house is set into the slope below Maple Street, in what is now Mary Ellen Kramer Park. It is a brick structure with a central protruding section. On the right side of this section is a plaque reading "Passaic Water Company 1878 John Ryle President." This structure was part of the Passaic Water Co.'s pumping station, located adjacent to the steam and boiler plant (Resource 73).

75 Libby's Hot Grill (now Libby's Lunch)

This single-story building is located at the intersection of McBride and Wayne Avenues. Its entrance vestibule is on the southwest elevation, which faces a side parking lot, and the building envelope is almost entirely unornamented. The large window/door openings on the southeast elevation have been partially infilled.

Chamfers cut out at both corners of the northwest (McBride Avenue) elevation feature signs that read "Libby's Stands For Quality Food, Established 1936." An additional mounted sign at the northern end of this elevation reads "Libby's Lunch." The establishment began as Libby's Hot Grille in 1936 under the ownership of William Pappas. It has remained in business at this location since that time, and several former employees have gone on to open similar restaurants in the area.

76 Residential structure

This 2.5-story residential structure appears to be part of the Majka Railing Company complex, and may date to the (revised) period of significance. It features brick walls at the first story and wooden siding at the second story and gable. The siding flares outward where it meets the brick walls. At least one building addition appears to be non-historic, but the resource may retain sufficient material integrity.

77 Majka Railing Company

This single-story brick building consists of two garages along its northwest (McBride Avenue) elevation. The southern garage on that elevation features two vehicle entrances and extends closer to the street than the northern one, and it has The northern garage has four doors. Eight glass-block

Resource 52

Resource 53

Resource 54

Resource 64

Resource 65

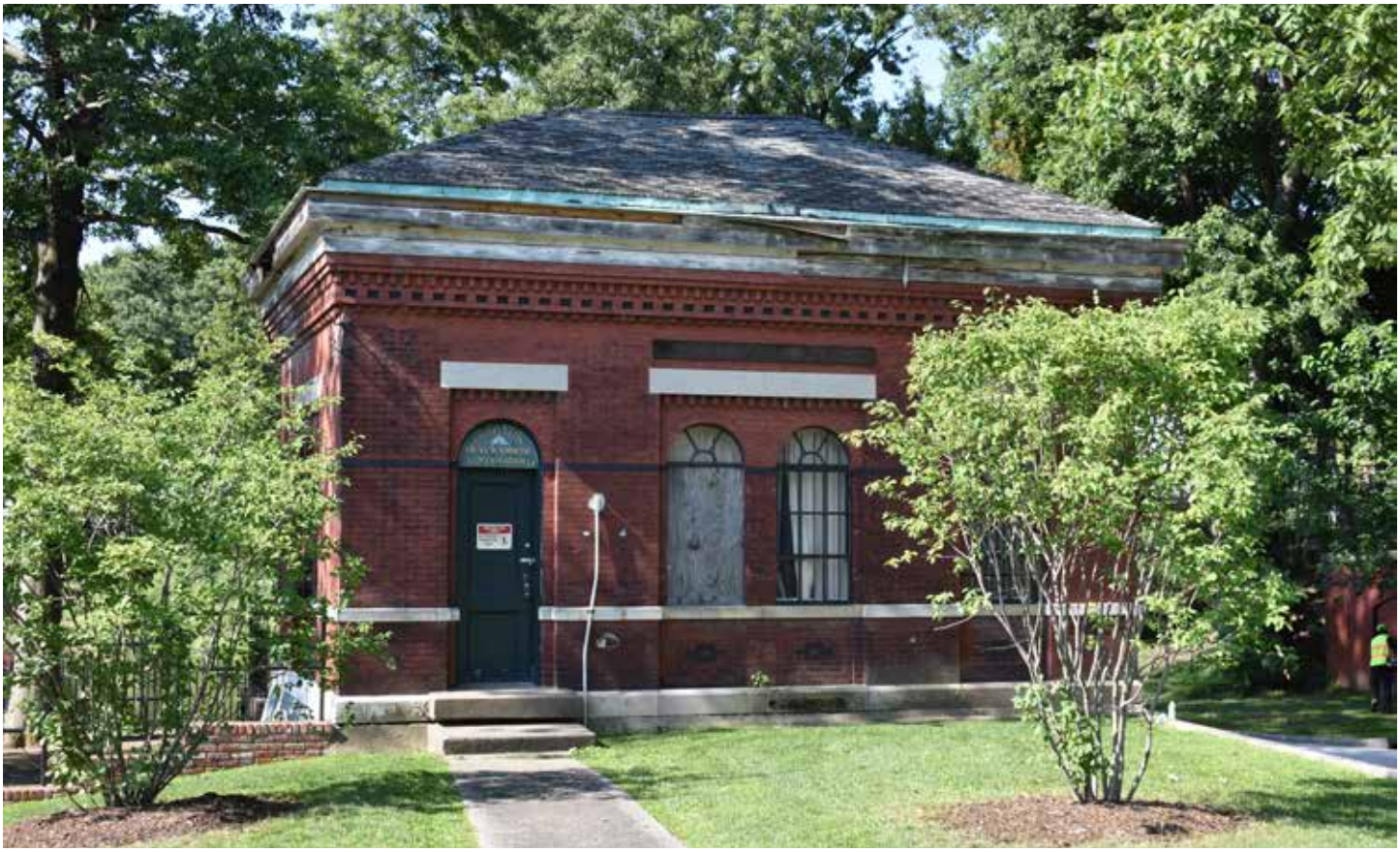
Resource 66

Resource 67

Resource 68

Resource 69

Resource 72



Resource 73

Resource 74

Resource 75

Resource 76

Resource 77

Resources 78 | 79 | 80

windows above the doors in each garage allow light to enter the space. The building may date to the (revised) period of significance and contribute to the district.

78 | 79 | 80 Noncontributing structures
These attached structures are presumed to be non-contributing. They include two one-story commercial/industrial structures and a two-story mixed use structure.

81 Noncontributing structure
This one-story commercial structure currently houses a Dunkin Donuts. It is non-historic and non-contributing.

82 | 83 | 84 | 85 Caspers Silk Company Mill
Caspers Silk Company was founded in the early twentieth century. Its primary building (Resource 82) is located on McBride Avenue immediately south of the former Reservoir Avenue. It is a three-story brick building with a gable roof running northeast-southwest. There is a small rectangular lantern at the southern end of the roof. Shallow brick piers separate the window openings on each elevation. Most of the openings have been boarded up, although their stone sills and brick segmental arches remain intact. A projecting porch roof shields the loading dock on the southwest elevation, and a third-story loading door at the center of the northwest (McBride Avenue) elevation remains intact.

Several additional non-historic structures (Resources 83, 84, and 85) are connected to the primary building. They are presumed to be non-contributing.

86 Noncontributing structure
This 2.5-story residential building is non-historic and presumed to be non-contributing.

87 Mixed use structure
This two-story brick structure is divided into two bays on its primary (northwest) elevation. It appears to be historic and could contribute to an expanded period of significance.

88 Residential structure
This 2.5-story brick structure features a prominent two-story porch on its primary (northwest) elevation and a bracketed cornice on its primary and secondary elevations. The building appears to be historic and could contribute to an expanded period of significance.

89 Noncontributing structure
This 2.5-story residential building is non-historic and presumed to be non-contributing.

90 Noncontributing structure
This two-story residential brick structure is identical to Resource 92. Both buildings are non-historic and presumed to be non-contributing.

91 Stanley M. Levine Reservoir/ Stony Brook Reservoir
The Levine Reservoir is located at a high elevation within Upper Raceway Park, on the eastern side of the Passaic River and upstream from the Great Falls. It measures approximately 1100 feet in length (running north-south), and about 250 feet at its widest point. The reservoir and its

supporting structures (including Resource 93) are surrounded by a chain link fence, with a primary entrance at the intersection of Grand and Reservoir Streets. This reservoir was one of four that served the area; the other three, which were located in the Valley of the Rocks on the other side of the Passaic, are no longer extant. It is currently fully exposed and uncapped.

92 Noncontributing structure
This two-story residential brick structure is identical to Resource 90. Both buildings are non-historic and presumed to be non-contributing.

93 Noncontributing structure
This recreational structure is located adjacent to the Stanley Levine Reservoir (Resource 91) and associated with the Lou Costello Pool. It was inaccessible at the time of survey, but based on available documentation, it appears to be non-historic and is presumed to be non-contributing.

94 Concrete Frame Building
This two-story concrete-frame building is located at the intersection of Spruce Street and Oliver Street. The first-story window openings are infilled with concrete block and smaller 1-over-1 sash windows, and the brick spandrels have been painted. The second story's window openings and spandrels are intact and unpainted.

The historic entrance is located on the building's southeast (Oliver Street) elevation, which is six bays wide. On the southwest elevation, which is divided into three bays, the northernmost bays has a secondary entrance. In the central bay of this elevation, a circular medallion is located above the second story windows and inscribed with the words "Public Service. This plaque also appears on a building at the intersection of Curtis Place and College Boulevard.

A large non-historic addition has been added to the northwest elevation of the historic building.

95 Noncontributing structure
This Gulf gas station features two service buildings that are non-historic and presumed noncontributing.

96 Public Service Trolley Barn
The Public Service Trolley Barn extends a full block in length, beginning at Market Street and continuing along Jersey Street to Oliver Street/New Jersey Route 19. It is an end-gabled building with a windowless monitor roof.

A prominent three-story crenellated turret is located at the northeast corner of the building. It features a stone water table and a stone belt course at the third story. Additional ornamentation on the turret includes large stone sills and lintels at the first and second stories, brick corbelling above the second story, and arched stone lintels at the third story.

Several of the windows on the main building's northeast elevation have been boarded up or infilled; those that remain are sash windows in several different configurations with transom windows above. The southeast (Oliver Street) elevation features a stepped parapet wall. The southwest elevation is windowless and features a large non-historic addition, which is presumed noncontributing.

97 Single-story Brick Building

This single-story brick building is located at the corner of Jersey Street and Oliver Street/New Jersey Route 19. It abuts and shares a city block with several additional resources, including Murray Mill (Resource 100) and the Cooke Foundry (Resource 102). It has garage doors on both its southwest and southeast elevations, with additional single-leaf doors on the southwest (Jersey Street) elevation. Several large window openings on both elevations are infilled with brick.

98 149 Oliver Street

It is unclear whether the current two-story residential structure at 149 Oliver Street corresponds with the historic building in this location. The addresses on historic Sanborn maps are imprecise, but appear to align with this location. The maps indicate a two-story masonry building at 153 Oliver Street with a notation of "BL. SM.", and a single-story wooden shed at 151.

99 84-86 Mill Street

It is unclear whether the current two-story residential structure at 149 Oliver Street corresponds with the historic building in this location. The addresses on historic Sanborn maps are imprecise, but appear to align with this location. The maps indicate a two-story masonry building at 153 Oliver Street with a notation of "BL. SM.", and a single-story wooden shed at 151.

Whether or not historic fabric remains in this location, it has been (at best) obscured by non-historic material and a non-historic addition at 84-86 Mill Street that is presumed noncontributing.

100 Murray Mill

This group of single-story buildings occupies a T-shaped parcel that fronts both Mill and Jersey Streets between Market Street and Oliver Street/NJ Route 19.

The northeast (Mill Street) elevation comprises more street frontage and two distinct sections. The southern section features two loading entrances, three pedestrian entrances, and several additional openings that have been infilled and painted.

The northern section of this elevation spans ten irregular bays: four of which have large window openings infilled with glass block; one bay features a loading dock; and the remaining openings have been infilled. There are pedestrian entrances at each end of this elevation.
On the southwest (Jersey Street), this building is sandwiched between a single-story brick building (Resource 97) and the Cooke Foundry (Resource 102). It comprises three loading entrances with rolling garage doors, as well as three pedestrian entrances. The remaining window openings are infilled with brick.

John Ryle, owner of the Murray Mill, built the current structure after an 1869 fire destroyed a mill that he had built on the same site in 1854. The single-story plan was meant to better withstand potential future fires.

101 Paterson Rescue Mission

This 3.5-story brick building is located on the western side of Mill Street, south of the intersection with Market Street. The primary (west) elevation is symmetrically divided into seven bays, with a large entrance portal in the central bay at the ground level. The entrance has been infilled, but its corbelled-brick arch is still intact, and the door and transom openings are still legible. The metal cornice gives the date 1895, and a ghost sign below the fourth story windows is illegible.

Several of the window openings throughout the building are covered with plexiglass or infilled with concrete block. The windows that remain include historic and replacement 1-over-1 sash windows. On the building's northwest elevation, a corrugated-metal skybridge between the second and third stories links this building to the one immediately to its north (Resource 102).

102 Cooke Foundry

This series of four adjacent brick buildings fronts Mill, Market, and Jersey Streets. A two-story commercial building at the northeast corner of the parcel (at the intersection of Mill and Market Streets) has a corner entrance and storefront windows, with several distinct commercial units at the first floor. The brick walls and parapets are articulated with stepped stone pilasters.

Southwest of that commercial building, a two-story side gabled industrial structure begins at Market Street and extends back along Jersey Street. Shallow brick piers separate its northwest (Market Street) elevation into sixteen bays, with window openings at the first and second stories in most bays. At the first story, the segmental arched brick lintels have been infilled but are still legible. An infilled entrance occupies the northernmost bay on this elevation, and the southernmost bay features an extant but altered entrance door. This elevation also features a fire escape.

The third structure in this resource grouping comprises an end-gabled building at the corner of Market and Jersey Streets, at the northwest corner of the parcel. It features a dentil brick cornice. On the northwest elevation, it features two large vehicle entrances and one altered pedestrian entrance, with four window openings above. Metal plaques above the first story read "Danforth, Cooke & Co." and "A.D. 1862." The southwest (Jersey Street) elevation of this structure is divided into nine irregular bays, with windows at the first and second stories. Some of the openings at the southern end of this elevation have been altered and/or infilled with brick.

The fourth structure in this resource grouping is a two-story brick building on Jersey Street. Its only exposed elevation faces southwest, with fifteen bays that are articulated by brick piers. This structure has a low brick parapet over an ornamental brick cornice, which is mimicked by segmented brick dentil courses below the second story windows. The windows at the first and second stories feature stone sills and segmental brick lintels, but only the second story retains the window sash. The openings at the first story have been altered and/or infilled with brick.

In 1915, Excello Shirt Company owned all of these buildings, except for the commercial structure at the corner of Mill and Market Streets. The industrial building in the middle of the Market Street block was leased to the Central Silk Finishing Company at this time.

103 Community Charter School of Paterson

This large two-story school is located on Spruce Street. However, the building straddles the historic district boundary, which needs to be adjusted. The central portion of the building appears to retain its historic fabric, including: an end-gabled roofline; piers that articulate four bays at the first story; a cornice between the first and second stories; and legible (but infilled) segmental brick arches at the second story windows. This portion of the structure still reads as historic, although it has been resurfaced with painted stucco, and several large additions have been added to the southeast and northwest elevations of the historic section. The additions are non-hiostirc and presumed to be noncontributing.

104 Argus Mill

Argus Mill is located on the eastern side of Mill Street, with 3.5 stories above grade. It has a shallow end-gabled roof with a dogtooth brick cornice.

Resource 81

Resource 82

Resource 86

Resource 87

Resource 88

Resources 90 | 92

Resource 91

Resource 94

Resource 96

Resource 97

Resources 98

Resource 99

Resource 100

Resource 101

Resource 102

Resource 103

On the primary (southwest) elevation, the pedestrian entrance is on grade with the street, between the basement and the first story, and an adjacent loading entrance provides access to the first story. This loading door has an iron surround that includes a lintel spanning the full width of this elevation.

The northwest elevation is divided into 12 bays, with intact openings in all bays at the basement and the first, second, and third stories. A ghost sign reads "Argus Yarn Co," and square anchor plates are visible on both this elevation and the southeast elevation.

The northeast elevation features a full-height fire escape.

A prominent brick chimney and a non-historic glass elevator or stair tower are appended to the southeast elevation, behind a sculptural metal outline of a demolished building that occupies the space between the Argus Mill building and the Ryle and Thompson Houses at 8-9 Mill Street (Resource 128).

This building was constructed in 1874 or 1876 as a storehouse for the newly expanded Essex Mill, which produced mosquito netting for the R & H Adams. It was sold in 1899 and was known as the Gordon Mill until 1941, when it came under the ownership of the Argus Yarn Company.

Located outside current NHL district boundaries: Possible additions

105 | 106 Pump House/E&H Laminating and Slitting, Annitti Enterprises

This single-story brick building faces Levine Reservoir and was previously owned by the Passaic Water Company. It is set on a slope along Grand Street, with the highest street grade at the structure's western end. A prominent smokestack is connected to the main building by a hyphen structure, and the roof of the main building features various ducts and exhaust pipes. The building's north elevation is divided into 12 bays by shallow brick piers. The window configuration on this elevation varies and includes some infilled openings. A vehicle entrance with a rolling garage door is located in the westernmost bay of this elevation.

A non-historic addition (Resource 106) is located behind the main building and presumed to be noncontributing.

107 Mixed use structure

This three-story mixed-use building is located at the northeast corner of Grand and Morris Streets and may date to the period of significance, once revised. The building is faced with siding, which may cover extant historic fabric.

The primary elevation faces southeast and features a commercial storefront at the first floor and an infilled arched entrance at the northern end of this elevation. The second and third stories appear to be residential. A fire escape spans the second and third stories on this elevation. The rear (northwest) elevation includes porch additions at the first, second, and third stories.

108 Residential structure
This four-story residential structure spans 237-239 Grand Street. It features non-historic siding, but its massing, fenestration and fire escape configuration, projecting (obscured) cornice suggest that it may date to the district's period of significance as two single-family or multi-family residential structures to house mill workers or managers. A one-story addition attached to the building's northeast elevation is non-historic and presumed noncontributing.

109 Commercial structure
This one-story brick building may date to the period of significance. Its primary elevation faces southeast and is partially obscured by an awning, but brick piers, large storefront window openings (now infilled), and stone coping suggest that the building may contribute to the district. Further research and survey is necessary.

110 Commercial structure
This three-story brick building has a chamfer and corner entrance at the intersection of Grand and Spruce Streets. Bricks are laid to imitate quoins at the building's corners and at the edges of the corner entrance. A second entrance on the southeastern (Grand Street) elevation has a glass block transom and sidelights, and an oriel window is located on the second and third stories of the northeastern (Spruce Street) elevation. There is a multicourse belt between the first and second stories, and a metal cornice below the roofline. Immediately below the metal cornice is a staggered brick soldier course. The second and third stories' 1-over-1 sash have brick jack arches with stone keystones.

111 Noncontributing structure
This two-story structure may reuse portions of an earlier structure, but the current building is non-historic and presumed noncontributing.

112 | 113 | 114 | 115 | 116 | 117 Residential structures
This block of two- and three-story residential structures may date to the revised period of significance. They have been altered, but may retain sufficient integrity to contribute to the historic district as historic housing for mill workers, owners, or lessees.

118 Noncontributing structure
This one-story garage structure is non-historic and presumed noncontributing.

119 | 120 | 121 Industrial structures
This building comprises three sections, beginning at the corner of Barbour and Morris Streets and facing southwest, toward the Industrial Warehouse and Storage Building (Resource 10). The northern and southern sections are one-story structures, while the center section is a two-story structure. The one-story northernmost section is the only stuccoed structure of the three sections and may be newer than the other two sections, which feature brick exterior walls. A painted stripe motif links the structures on their primary (southwest) elevation.

The northern section includes a loading entrance and a pedestrian entrance. Additional openings are infilled. Its parapet wall is capped by terra cotta coping stones.

The two-story center section comprises window openings at the first and second stories, but only one window remains in place; the remaining openings are infilled or replaced with non-historic doors.

The single-story southern section features a central vehicle entrance as well as a pedestrian entrance; the remaining two bays feature window openings that have been infilled.

122 Noncontributing structure

This three-story residential building was constructed in 2015-2016 and does not contribute to the significance of the district.

123 | 124 Residential structures

This pair of 3.5-story residential buildings on the eastern side of Spruce Street may represent housing occupied by mill workers, owners, or lessees. 95 Spruce Street (Resource 123) abuts the sidewalk. It features brick walls and a mansard roof with a bracketed cornice. 93 Spruce Street (Resource 124) is a gable-roofed frame building faced with siding and set back slightly from the street. Both buildings have been heavily altered, possibly including the insertion of additional stories.

125 | 126 Industrial structure; Noncontributing structure

The primary structure (Resource 126) is a one-story brick garage/industrial building with a stepped parapet wall and decorative stone lions at the corners of the roofline. Its primary (southwest) elevation is dominated by a large vehicle entrance with a rolling metal door. The bricks below the top of this opening are orange, and those above are tan. There is a 6-light window to the left of the vehicle entrance, and a pedestrian door with a 1-over-1 sash window above. Both windows have brick sills laid in a rowlock course, and the sash window has a jack arch of bricks laid in a soldier course.

Resource 125 is a small one-story concrete-block addition to the garage structure.

127 Paterson Public School No. 2

Paterson Public School No. 2 is located at the intersection of Mill and Passaic Streets. It comprises three different, attached buildings: the earliest school building was constructed in 1871, an early 20th-century addition to southeast corner of the earlier building, and a large 1921 structure located east of the 1871 structure, on Passaic Street.

The 1871 section is an asymmetrical 2.5-story brick building. It has a mansard roof with shed dormers. Two brick belt courses divide the building horizontally at the first and second stories. A protruding arcaded entrance on the northwest (Passaic Street) elevation has a pointed hood mould inscribed with the words "Public School 2." The first and second-story sash window openings have pointed and segmental arches.

The two-story early-20th century addition features a striated façade on Mill Street with alternating bands of brick and rough-faced stone. The façade includes a prominent stone frieze and a cornice, with a brick parapet above.

The 3.5-story 1921 structure faces Passaic Street. Its primary (northwest) elevation is symmetrically divided into nine bays, which are further articulated by a stepped and crenellated parapet. The central bay features the primary entrance at ground level, with windows above at the second and third stories. A datestone in the central bay's parapet reads "1921." On either side of the central bays, three bays feature window openings at the basement and the first through third stories.

According to the Historic American Buildings Survey, the 1871 building was converted for use as the city's board of health in the early 20th century. This section was added to the National Register of Historic Places in 1978. A 1997 restoration brought it back into use as part of the Public School No. 2's complex, with its center in the 1921 building next door.

128 Daniel Thompson and John Ryle Houses
These two adjacent brick structures are located at the intersection of Mill and Ellison Streets. The 2.5-story Thompson House abuts the sidewalk and is located north of Ryle House. It is three bays wide, with its entrance in the northernmost bay and window openings in the other bays at the first and second stories. The house has brackets beneath its roofline and gutter, and a two-story rear ell that was added to the building shortly after its initial construction. The 2.5-story Ryle House is set back from the street. Historically, it had a two-story brick ell, but that section is no longer extant.

The surrounding neighborhood, including the eastern side of Mill Street and the southern side of Van Houten (then Boudinot) Street, housed upper-middle class mill owners and lessees before becoming a center for the working-class immigrant community around the turn of the twentieth century.

This pair of houses was added to the National Register of Historic Places in 1981.

129 Question Mark II Bar The Question Mark Bar is located at the corner of Van Houten and Cianci Streets. Its northern section is a three-story side-gabled structure, with a simple cornice above the first story, a chamfered entrance at the northeast corner, and a bracketed cornice at the roofline of the primary (northwest) elevation. A large two-story rear addition extends back along Cianci Street.

The bar, historically known as Nag's Head Tavern, was established in 1822. In 1913, during the silk strike, the owner of the bar (Giovanni Greco) invited strikers and labor leaders to meet in his building. The building would contribute to an expanded historic district.

130 Public Service Building
This two-story brick building is located at the intersection of Curtis Place and College Boulevard. It has an irregular footprint that follows the pattern of its bordering streets. Ornamental details include a stone water table, a bracketed stone door surround, and a stone and metal cornice. Most of the buildings openings are infilled—particularly on the south (College Boulevard) elevation. A circular medallion above the pedestrian entrance on the south elevation has the words "Public Service" inscribed around a triangle; this plaque also appears above a door on the southern (College Boulevard) elevation.

131 Metric Shirt Company Building
This 4.5-story brick building is located at the southeast corner of the intersection of Broadway/Dr. Martin Luther King Way and Curtis Place. It has a gabled roof with a low pitch, and its primary elevation faces northwest. On that elevation, the central bay features loading entrances at the first through fourth stories. The other windows on the building are replacements set into larger window openings that have been partially infilled.

132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 Residential structures
This row of brick and frame houses is located across the street from the former Addy Textile Mill and National Silk Dyeing Company Works, and near other mills that were active on the western

side of the Passaic River. These homes likely date to the period of significance and may have been associated with the mills as housing for workers, owners, or lessees.

This row includes three attached brick houses between the intersection with Matlock Street and the bend in Ryle Avenue, a two-story frame twin at the Ryle Avenue bend, and three freestanding frame houses closer toward West Broadway, including one that is a full three stories. The nineteenth-century architect Peter Banner designed three of the houses in this group. Additional buildings along this street might also be nineteenth or twentieth century workers' housing.

142 Industrial structure

This two-story brick industrial building features a front (northern) section that may contribute to the historic district, if expanded. It is relatively unornamented, but a hoist beam over two infilled loading entrances on the northwest elevation suggests that the building dates to the period of significance.

A rear addition was not visible from the public right-of-way. Its contributing status could not be determined.

143 Church

This stone church was not formally surveyed, but likely dates to the period of significance and may contribute to the historic district (if expanded). Its primary elevation faces southwest, toward Marion Street, at the intersection with Totowa Avenue.

144 Industrial structure

This one-story industrial structure is set back from Totowa Avenue. Its brick piers and large industrial windows suggest that it may date to the district's revised period of significance and may contribute to the historic district (if expanded).

145 Noncontributing structure

This one-story brick garage is non-historic and presumed noncontributing.

146 | 147 Totowa Works

This early 20th-century mill is a four-story brick building (Resource 146) with two hundred feet of frontage along Totowa Avenue. It extends back along Kearney Street to form an L shape, with auxiliary buildings and a smokestack behind (collectively, these rear buildings are considered Resource 147). The building's 12-over-12 sash windows are separated by shallow brick piers.

148 | 149 Industrial structures

Resource 148 in this industrial complex includes a 3.5-story brick structure and an adjacent one-story brick structure. Although they were likely constructed at different times, these buildings appear to date to the late 19th and early 20th centuries. They would likely contribute to the historic district, if expanded.

Resource 149 is a rear addition, attached to the 3.5-story structure. It is not visible from the public right-of-way, but based on street-level photography on Google Earth, it appears to be non-historic and presumed noncontributing.

150 Public School No. 5

Public School No. 5 is a U-shaped brick building located at the intersection of Totowa Avenue and Maple Street. Its primary elevation faces northwest, with a stepped-back central bay and shallow piers that separate pairs of sash windows. Decorative ceramic tiles ornament each of the piers at the building roofline.

The exterior-facing portions of the two "legs" of the U-shaped building are three stories tall, and four stories where they face the courtyard.

151 Hinchcliffe Stadium

Hinchliffe Stadium is a cast concrete open-air stadium located at the southeast corner of Liberty and Maple Streets, on the western side of the Passaic River and adjacent to Mary Ellen Kramer Park. It measures 440 by 417 feet, with rounded corners. At the west and north corners of the stadium, pairs of entrances are articulated with the inscription of "Hinchliffe Stadium" and flanked by small hipped-roof structures that served as offices. The perimeter of the stadium features regularly-spaced piers, which are stepped up to follow the street grade and topped with terra cotta coping. Circular ceramic medallions on these piers depict the four field events of the classical Olympic games (relay, javelin, hammer, and discus).

The stadium is located over the location of one of three reservoirs that were on this side of the Passaic River. It is one of the only extant regular home fields of a Negro League Team in the region. In 2013, it was individually listed as a National Historic Landmark.

152 - 189 Residential structures

Located along Wayne Avenue and Front Street, these blocks represent single- and multi-family housing that generally appears to date to the 19th and early-20th centuries and may contribute to the historic district, if expanded. (There are non-historic buildings interspersed in these blocks; these resources are called out in the survey maps and presumed to be noncontributing.)

Resource 104

Resources 105 | 106

Resource 110

Resources 119 | 120 | 121

Resource 122

Resources 124 | 123

Resource 126

Resource 127

Resource 128

Resource 129

Resource 130

Resource 131

Resources 137 | 136 | 135 | 134 | 133 | 132

Resources 138

Resources 141 | 140 | 139

Resources 146 | 147

Resource 150

Resource 151

Resource 190

Historic and Current Uses

The following general categories were used to define historic and general uses:

Commercial - e.g. offices, retail storefronts, restaurants, daycare, etc.
Industrial
Infrastructure - associated with the water system, excluding raceways
Institutional - e.g. school, museum, government, religious, etc.
Mixed Use
Other - e.g. bridge, utilities, recreation, etc.
Raceway
Residential - single-family or multi-family
Ruin - structure seems incapable of accommodating use (as distinguished from Vacant), but is still partially extant (as distinguished from N/A)
N/A - undetermined, demolished, not surveyed, or non-historic (Historic Use only)
Vacant (Current Use only) - structure seems capable of accommodating use (as distinguished from Ruin), but does not appear to have any current occupants

Based on these determinations of historic and current use, an additional field in the inventory spreadsheet and its associated map denote which properties have changed use over time.

Historically and currently, the district's resources are dominated by industrial uses and associated water infrastructure, including the raceways, wheelhouses, etc. At present, however, several of those historically industrial buildings are vacant; some have also been adaptively reused for residential or other uses.

Resource Inventory: Historic and Current Use

ID	Name	Historic Use	Current Use	Use Change
1	S.U.M. UPPER RACEWAY	RACEWAY	RACEWAY	NO
2	S.U.M. GATEHOUSE	INFRASTRUCTURE	VACANT	VACANT
3	IVANHOE WHEELHOUSE	INFRASTRUCTURE	COMMERCIAL	YES
4	NONCONTRIBUTING STRUCTURE	N/A	COMMERCIAL	NO
5	ROGERS LOCOMOTIVE COMPANY FRAME FITTING SHOP AND ADMINISTRATIVE BUILDING	INDUSTRIAL	INSTITUTIONAL	YES
6	ROGERS LOCOMOTIVE WORKS STORAGE BUILDING	INDUSTRIAL	INSTITUTIONAL	YES
7	ROGERS LOCOMOTIVE CO. MILLWRIGHT SHOP	INDUSTRIAL	VACANT	VACANT
8	DOLPHIN JUTE MILL COMPLEX	INDUSTRIAL	INDUSTRIAL	NO
9	BARBOUR FLAX MILL	INDUSTRIAL	UNKNOWN	YES
10	INDUSTRIAL WAREHOUSE AND STORAGE	INDUSTRIAL	VACANT	VACANT
11	GRANITE MILL	INDUSTRIAL	INSTITUTIONAL	YES
12	NONCONTRIBUTING STRUCTURE	N/A	VACANT	VACANT
13	NONCONTRIBUTING STRUCTURE	N/A	UNKNOWN	UNKNOWN
14	NONCONTRIBUTING STRUCTURE	N/A	COMMERCIAL	UNKNOWN
15	ROGERS LOCOMOTIVE CO. ERECTING SHOP	INDUSTRIAL	INSTITUTIONAL	YES
16	RYLE TENANT MILL	INDUSTRIAL	INSTITUTIONAL	YES
17	VISITORS CENTER	COMMERCIAL	INSTITUTIONAL	YES
18	S.U.M. MIDDLE RACEWAY	RACEWAY	RACEWAY	NO
19	GLENRO BUILDING	INDUSTRIAL	INDUSTRIAL	NO
20	HAYES MANUFACTURING COMPANY BUILDING	INDUSTRIAL	INSTITUTIONAL	YES

ID	Name	Historic Use	Current Use	Use Change
21	NONCONTRIBUTING STRUCTURE	UNKNOWN	COMMERCIAL	UNKNOWN
22	TWO-STORY BUILDING WITH CORNICE	UNKNOWN	VACANT	VACANT
23	TWO-STORY BRICK BUILDING	INDUSTRIAL	VACANT	VACANT
24	MIDDLE RACEWAY STRUCTURE	UNKNOWN	VACANT	VACANT
25	COOKE LOCOMOTIVE CO. OFFICE BUILDING	COMMERCIAL	RESIDENTIAL	YES
26	NONCONTRIBUTING STRUCTURE	COMMERCIAL	RESIDENTIAL	YES
27	COOKE MILL BUILDING	INDUSTRIAL	MIXED USE	YES
28	HAMIL MILL (RECONSTRUCTED)	INDUSTRIAL	N/A	N/A
29	S.U.M. PASSAIC ST. BRIDGE	OTHER	OTHER	NO
30	MIDDLE RACEWAY TAILRACE	RACEWAY	RACEWAY	NO
31	HAMILTON MILL	INDUSTRIAL	MIXED USE	YES
32	FRANKLIN MILL	INDUSTRIAL	COMMERCIAL	YES
33	ESSEX MILL	INDUSTRIAL	RESIDENTIAL	YES
34	"OLD YELLOW MILL"	INDUSTRIAL	RESIDENTIAL	YES
35	1838 PASSAIC RIVER DAM	INFRASTRUCTURE	N/A	N/A
36	HYDROELECTRIC PLANT	INFRASTRUCTURE	INFRASTRUCTURE	NO
37	FIELD HOUSE	INFRASTRUCTURE	INFRASTRUCTURE	NO
38	GREAT FALLS ARCH BRIDGE	OTHER	OTHER	NO
39	STEAM GENERATING PLANT FOUNDATION	INFRASTRUCTURE	VACANT	VACANT
40	S.U.M. ADMINISTRATION BUILDING	COMMERCIAL	INSTITUTIONAL	YES
41	ATP (UNSURVEYED)	INDUSTRIAL	RUIN	YES
42	ATP (UNSURVEYED)	INDUSTRIAL	RUIN	YES
43	S.U.M. LOWER RACEWAY	RACEWAY	RACEWAY	NO
44	RACEWAY FOOTBRIDGES	OTHER	OTHER	NO

ID	Name	Historic Use	Current Use	Use Change
45	ATP (UNSURVEYED)	INDUSTRIAL	RUIN	YES
46	ATP (UNSURVEYED)	INDUSTRIAL	RUIN	YES
47	CONGDON OF NIGHTINGALE MILL	INDUSTRIAL	RESIDENTIAL	YES
48	PHOENIX MILL	INDUSTRIAL	RESIDENTIAL	YES
49	HARMONY TEXTILE MILL	INDUSTRIAL	INDUSTRIAL	NO
50	TWO-STORY BUILDING WITH STEPPED PARAPET	INDUSTRIAL	INDUSTRIAL	NO
51	INDUSTRY TEXTILE MILL	INDUSTRIAL	VACANT	VACANT
52	EDISON ILLUMINATING CO. OFFICE BUILDING	INDUSTRIAL	INSTITUTIONAL	YES
53	BEAVER MILL LOT	INDUSTRIAL	N/A	YES
54	TRUSS BRIDGE	OTHER	OTHER	NO
55	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
56	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
57	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
58	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
59	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
60	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
61	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
62	NONCONTRIBUTING STRUCTURE	UNKNOWN	INDUSTRIAL	UNKNOWN
63	NONCONTRIBUTING STRUCTURE	N/A	VACANT	VACANT
64	WEST BROADWAY BRIDGE	OTHER	OTHER	NO
65	OLD HOTEL	COMMERCIAL	VACANT	VACANT
66	NONCONTRIBUTING STRUCTURE	N/A	VACANT	VACANT
67	DEMOLISHED	INDUSTRIAL	N/A	N/A

ID	Name	Historic Use	Current Use	Use Change
68	ADDY TEXTILE MILL/ NATIONAL SILK DYEING COMPANY VALLEY WORKS	INDUSTRIAL	RUIN	YES
69	DEMOLISHED	INDUSTRIAL	N/A	N/A
70	NONCONTRIBUTING STRUCTURE	UNKNOWN	UNKNOWN	UNKNOWN
71	NONCONTRIBUTING STRUCTURE	UNKNOWN	OTHER	UNKNOWN
72	CONDUIT GATE HOUSE	INFRASTRUCTURE	INFRASTRUCTURE	NO
73	REMAINS OF 1876 STEAM AND BOILER PLANT	INFRASTRUCTURE	INFRASTRUCTURE	NO
74	PASSAIC WATER CO. PUMP HOUSE	INFRASTRUCTURE	VACANT	VACANT
75	LIBBY'S HOT GRILL	COMMERCIAL	COMMERCIAL	NO
76	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
77	MAJKA RAILING COMPANY	INDUSTRIAL	INDUSTRIAL	NO
78	NONCONTRIBUTING STRUCTURE	N/A	UNKNOWN	UNKNOWN
79	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
80	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
81	NONCONTRIBUTING STRUCTURE	N/A	COMMERCIAL	NO
82	CASPERS SILK COMPANY MILL	INDUSTRIAL	INDUSTRIAL	NO
83	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
84	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
85	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
86	NONCONTRIBUTING STRUCTURE	UNKNOWN	RESIDENTIAL	NO
87	MIXED USE STRUCTURE	RESIDENTIAL	MIXED USE	YES
88	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO

ID	Name	Historic Use	Current Use	Use Change
89	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
90	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
91	STANLEY M. LEVINE RESERVOIR	INFRASTRUCTURE	INFRASTRUCTURE	NO
92	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
93	NONCONTRIBUTING STRUCTURE	OTHER	OTHER	NO
94	CONCRETE FRAME BUILDING	INDUSTRIAL	INSTITUTIONAL	YES
95	NONCONTRIBUTING STRUCTURE	N/A	COMMERCIAL	NO
96	PUBLIC SERVICE TROLLEY BARN	UNKNOWN	OTHER	YES
97	SINGLE-STORY BRICK BUILDING	INDUSTRIAL	INDUSTRIAL	NO
98	157 OLIVER STREET	RESIDENTIAL	RESIDENTIAL	NO
99	159 OLIVER STREET	RESIDENTIAL	RESIDENTIAL	NO
100	MURRAY MILL	INDUSTRIAL	INDUSTRIAL	NO
101	PATERSON RESCUE MISSION	COMMERCIAL	VACANT	VACANT
102	COOKE FOUNDRY	MIXED USE	MIXED USE	NO
103	COMMUNITY CHARTER SCHOOL OF PATERSON	UNKNOWN	INSTITUTIONAL	UNKNOWN
104	ARGUS MILL (ESSEX MILL STOREHOUSE)	INDUSTRIAL	COMMERCIAL	YES
105	PUMP HOUSE	INFRASTRUCTURE	INDUSTRIAL	YES
106	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
107	MIXED USE STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
108	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
109	COMMERCIAL STRUCTURE	COMMERCIAL	COMMERCIAL	NO
110	COMMERCIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
111	NONCONTRIBUTING STRUCTURE	UNKNOWN	RESIDENTIAL	UNKNOWN

ID	Name	Historic Use	Current Use	Use Change
112	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
113	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
114	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
115	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
116	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
117	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
118	NONCONTRIBUTING STRUCTURE	N/A	OTHER	NO
119	INDUSTRIAL STRUCTURE	INDUSTRIAL	INDUSTRIAL	NO
120	INDUSTRIAL STRUCTURE	INDUSTRIAL	INDUSTRIAL	NO
121	INDUSTRIAL STRUCTURE	INDUSTRIAL	INDUSTRIAL	NO
122	NONCONTRIBUTING STRUCTURE	N/A	MIXED USE	UNKNOWN
123	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
124	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
125	NONCONTRIBUTING STRUCTURE	N/A	INDUSTRIAL	NO
126	INDUSTRIAL STRUCTURE	INDUSTRIAL	INDUSTRIAL	NO
127	PATERSON PUBLIC SCHOOL NO. 2	INSTITUTIONAL	INSTITUTIONAL	NO
128	DANIEL THOMPSON AND JOHN RYLE HOUSES	RESIDENTIAL	COMMERCIAL	YES
129	QUESTION MARK II BAR	COMMERCIAL	COMMERCIAL	NO
130	PUBLIC SERVICE BUILDING	OTHER	OTHER	NO
131	METRIC SHIRT COMPANY BUILDING	INDUSTRIAL	INDUSTRIAL	NO

ID	Name	Historic Use	Current Use	Use Change
132	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
133	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
134	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
135	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
136	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
137	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
138	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
139	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
140	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
141	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
142	INDUSTRIAL STRUCTURE	INDUSTRIAL	INDUSTRIAL	NO
143	CHURCH	INSTITUTIONAL	UNKNOWN	YES
144	INDUSTRIAL STRUCTURE	INDUSTRIAL	INDUSTRIAL	NO
145	NONCONTRIBUTING STRUCTURE	N/A	COMMERCIAL	NO
146	MIESCH SILK COMPANY CLOTH CUTTING BUILDING	INDUSTRIAL	INDUSTRIAL	NO
147	MIESCH SILK COMPANY BOILER HOUSE	INDUSTRIAL	INDUSTRIAL	NO
148	INDUSTRIAL STRUCTURE	INDUSTRIAL	INDUSTRIAL	NO
149	INDUSTRIAL STRUCTURE	INDUSTRIAL	INDUSTRIAL	NO
150	PUBLIC SCHOOL NO. 5	INSTITUTIONAL	INSTITUTIONAL	NO
151	HINCHLIFFE STADIUM	OTHER	VACANT	VACANT
152	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO

ID	Name	Historic Use	Current Use	Use Change
153	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
154	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
155	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
156	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
157	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
158	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
159	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
160	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
161	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
162	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
163	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
164	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
165	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
166	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
167	NONCONTRIBUTING STRUCTURE	N/A	COMMERCIAL	NO
168	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
169	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
170	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
171	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
172	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO

ID	Name	Historic Use	Current Use	Use Change
173	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
174	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
175	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
176	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
177	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
178	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
179	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
180	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
181	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
182	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
183	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
184	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
185	RESIDENTIAL STRUCTURE	RESIDENTIAL	RESIDENTIAL	NO
186	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
187	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
188	NONCONTRIBUTING STRUCTURE	N/A	RESIDENTIAL	NO
189	NONCONTRIBUTING STRUCTURE	N/A	INSTITUTIONAL	NO

Evaluations of Condition and Integrity

The following categories were used to define current condition:

Good
Fair
Poor
Ruin
Demolished - site is cleared, with no extant historic resources
New construction - historic resource has been replaced
Undetermined - not accessible or not surveyed

The field survey determined that most resources in the historic district are in good or fair condition, despite some maintenance issues or deterioration. This includes the historic raceways and most of the district's industrial buildings. Three properties, including the Old Hotel on West Broadway and two buildings on the McBride Avenue Extension, are in poor condition. An additional five resources are in ruinous condition, including all of the buildings on the ATP site. (These resources were not surveyed for this project, but NPS officials toured the site concurrent with the field survey and reported on the buildings' condition.) A limited number of sites within the current district boundaries were inaccessible for this field survey, including the Stanley Levine Reservoir and an adjacent recreation center. Resources outside the current district boundaries were not evaluated for current condition.

The following categories were used to define integrity:

Retains Integrity - resource conveys historical associations, with minor alterations (at most) that affect the resource's design, materials, etc.
Limited Integrity - resource retains some aspects of integrity, but later alterations and/or non-historic additions detract from the overall integrity of the resource
Total Loss - resource has lost most or all character-defining features, and can no longer convey its historical associations
Demolished - resource has been demolished, and site is cleared (no new construction)
Missing - resource has been demolished and replaced with recent construction
Undetermined - not accessible or not surveyed
Possible contributing - further research necessary to confirm, but appears to meet factors for integrity in order to contribute to district if areas of significance, period of significance, and/or boundaries are expanded
Presumed noncontributing - further research necessary to confirm, but does not appear to meet factors for integrity in order to contribute to district if areas of significance, period of significance, and/or boundaries are expanded.

Within the current historic district boundaries, the majority of resources retain integrity and convey their historical associations. This includes the raceways and most of the industrial buildings. Many, if not most, of the industrial buildings have been altered in some way, but alterations are generally minor (e.g. infill of windows) and do not detract from the overall design, materials, and associations of the buildings. A small number of resources have limited integrity. Five resources are considered a total loss of integrity, including the buildings in the ATP site (again, these resources were indirectly surveyed for this project).

For non-industrial resources within the district boundaries (in other words, resources that were not necessarily directly associated with the district's current areas of significance), field surveyors made evaluations of integrity based on presumed status as contributing or non-contributing resources if the areas of significance or period of significance were expanded. The same is true for all resources located outside the current district boundaries.

Resource Inventory: Condition and Integrity

ID	Name	Condition	Integrity
1	S.U.M. UPPER RACEWAY	FAIR	RETAINS INTEGRITY
2	S.U.M. GATEHOUSE	FAIR	RETAINS INTEGRITY
3	IVANHOE WHEELHOUSE	GOOD	RETAINS INTEGRITY
4	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
5	ROGERS LOCOMOTIVE COMPANY FRAME FITTING SHOP AND ADMINISTRATIVE BUILDING	GOOD	RETAINS INTEGRITY
6	ROGERS LOCOMOTIVE WORKS STORAGE BUILDING	GOOD	RETAINS INTEGRITY
7	ROGERS LOCOMOTIVE CO. MILLWRIGHT SHOP	FAIR	LIMITED INTEGRITY
8	DOLPHIN JUTE MILL COMPLEX	FAIR	RETAINS INTEGRITY
9	BARBOUR FLAX MILL	FAIR	LIMITED INTEGRITY
10	INDUSTRIAL WAREHOUSE AND STORAGE	FAIR	RETAINS INTEGRITY
11	GRANITE MILL	GOOD	RETAINS INTEGRITY
12	NONCONTRIBUTING STRUCTURE	FAIR	PRESUMED NONCONTRIBUTING
13	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
14	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
15	ROGERS LOCOMOTIVE CO. ERECTING SHOP	GOOD	RETAINS INTEGRITY
16	RYLE TENANT MILL	GOOD	RETAINS INTEGRITY
17	VISITORS CENTER	GOOD	RETAINS INTEGRITY
18	S.U.M. MIDDLE RACEWAY	FAIR	RETAINS INTEGRITY
19	GLENRO BUILDING	FAIR	RETAINS INTEGRITY
20	HAYES MANUFACTURING COMPANY BUILDING	FAIR	RETAINS INTEGRITY
21	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING

ID	Name	Condition	Integrity
22	TWO-STORY BUILDING WITH CORNICE	POOR	LIMITED INTEGRITY
23	TWO-STORY BRICK BUILDING	POOR	LIMITED INTEGRITY
24	MIDDLE RACEWAY STRUCTURE	FAIR	RETAINS INTEGRITY
25	COOKE LOCOMOTIVE CO. OFFICE BUILDING	GOOD	RETAINS INTEGRITY
26	NONCONTRIBUTING STRUCTURE	GOOD	RETAINS INTEGRITY
27	COOKE MILL BUILDING	GOOD	RETAINS INTEGRITY
28	HAMIL MILL (RECONSTRUCTED)	NEW CONSTRUCTION	MISSING
29	S.U.M. PASSAIC ST. BRIDGE	FAIR	RETAINS INTEGRITY
30	MIDDLE RACEWAY TAILRACE	FAIR	RETAINS INTEGRITY
31	HAMILTON MILL	GOOD	RETAINS INTEGRITY
32	FRANKLIN MILL	GOOD	RETAINS INTEGRITY
33	ESSEX MILL	GOOD	RETAINS INTEGRITY
34	"OLD YELLOW MILL"	GOOD	RETAINS INTEGRITY
35	1838 PASSAIC RIVER DAM	DEMOLISHED	TOTAL LOSS
36	HYDROELECTRIC PLANT	FAIR	RETAINS INTEGRITY
37	FIELD HOUSE	GOOD	RETAINS INTEGRITY
38	GREAT FALLS ARCH BRIDGE	GOOD	RETAINS INTEGRITY
39	STEAM GENERATING PLANT FOUNDATION	FAIR	RETAINS INTEGRITY
40	S.U.M. ADMINISTRATION BUILDING	GOOD	RETAINS INTEGRITY
41	ATP (UNSURVEYED)	RUIN	TOTAL LOSS
42	ATP (UNSURVEYED)	RUIN	TOTAL LOSS
43	S.U.M. LOWER RACEWAY	FAIR	RETAINS INTEGRITY
44	RACEWAY FOOTBRIDGES	FAIR	RETAINS INTEGRITY
45	ATP (UNSURVEYED)	RUIN	TOTAL LOSS
46	ATP (UNSURVEYED)	RUIN	TOTAL LOSS
47	CONGDON OF NIGHTINGALE MILL	GOOD	RETAINS INTEGRITY
48	PHOENIX MILL	GOOD	RETAINS INTEGRITY
49	HARMONY TEXTILE MILL	FAIR	RETAINS INTEGRITY

ID	Name	Condition	Integrity
50	TWO-STORY BUILDING WITH STEPPED PARAPET	FAIR	LIMITED INTEGRITY
51	INDUSTRY TEXTILE MILL	FAIR	RETAINS INTEGRITY
52	EDISON ILLUMINATING CO. OFFICE BUILDING	FAIR	RETAINS INTEGRITY
53	BEAVER MILL LOT	UNDETERMINED	UNDETERMINED
54	TRUSS BRIDGE	GOOD	RETAINS INTEGRITY
55	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
56	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
57	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
58	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
59	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
60	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
61	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
62	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
63	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
64	WEST BROADWAY BRIDGE	GOOD	RETAINS INTEGRITY
65	OLD HOTEL	POOR	LIMITED INTEGRITY
66	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
67	DEMOLISHED	DEMOLISHED	DEMOLISHED
68	ADDY TEXTILE MILL/ NATIONAL SILK DYEING COMPANY VALLEY WORKS	RUIN	TOTAL LOSS
69	DEMOLISHED	DEMOLISHED	DEMOLISHED
70	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
71	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
72	CONDUIT GATE HOUSE	GOOD	RETAINS INTEGRITY

ID	Name	Condition	Integrity
73	REMAINS OF 1876 STEAM AND BOILER PLANT	GOOD	RETAINS INTEGRITY
74	PASSAIC WATER COMPANY PUMP HOUSE	FAIR	RETAINS INTEGRITY
75	LIBBY'S HOT GRILL	FAIR	LIMITED INTEGRITY
76	RESIDENTIAL STRUCTURE	GOOD	POSSIBLE CONTRIBUTING
77	MAJKA RAILING COMPANY	FAIR	RETAINS INTEGRITY
78	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
79	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
80	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
81	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
82	CASPERS SILK COMPANY MILL	FAIR	RETAINS INTEGRITY
83	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
84	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
85	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
86	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
87	MIXED USE STRUCTURE	GOOD	POSSIBLE CONTRIBUTING
88	RESIDENTIAL STRUCTURE	GOOD	POSSIBLE CONTRIBUTING
89	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
90	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
91	STANLEY M. LEVINE RESERVOIR	UNDETERMINED	UNDETERMINED
92	NONCONTRIBUTING STRUCTURE	GOOD	PRESUMED NONCONTRIBUTING
93	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING

ID	Name	Condition	Integrity
94	CONCRETE FRAME BUILDING	FAIR	RETAINS INTEGRITY
95	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
96	PUBLIC SERVICE TROLLEY BARN	GOOD	RETAINS INTEGRITY
97	SINGLE-STORY BRICK BUILDING	FAIR	LIMITED INTEGRITY
98	157 OLIVER STREET	UNDETERMINED	UNDETERMINED
99	159 OLIVER STREET	UNDETERMINED	UNDETERMINED
100	MURRAY MILL	FAIR	LIMITED INTEGRITY
101	PATERSON RESCUE MISSION	FAIR	LIMITED INTEGRITY
102	COOKE FOUNDRY	GOOD	RETAINS INTEGRITY
103	COMMUNITY CHARTER SCHOOL OF PATERSON	UNDETERMINED	PRESUMED NONCONTRIBUTING
104	ARGUS MILL (ESSEX MILL STOREHOUSE)	GOOD	RETAINS INTEGRITY
105	PUMP HOUSE	UNDETERMINED	POSSIBLE CONTRIBUTING
106	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
107	MIXED USE STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
108	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
109	COMMERCIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
110	COMMERCIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
111	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
112	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
113	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
114	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
115	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
116	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING

ID	Name	Condition	Integrity
117	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
118	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
119	INDUSTRIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
120	INDUSTRIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
121	INDUSTRIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
122	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
123	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
124	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
125	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
126	INDUSTRIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
127	PATERSON PUBLIC SCHOOL NO. 2	GOOD	POSSIBLE CONTRIBUTING
128	DANIEL THOMPSON AND JOHN RYLE HOUSES	GOOD	POSSIBLE CONTRIBUTING
129	QUESTION MARK II BAR	GOOD	RETAINS INTEGRITY
130	PUBLIC SERVICE BUILDING	GOOD	POSSIBLE CONTRIBUTING
131	METRIC SHIRT COMPANY BUILDING	GOOD	POSSIBLE CONTRIBUTING
132	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
133	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
134	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
135	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
136	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
137	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
138	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
139	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING

ID	Name	Condition	Integrity
140	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
141	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
142	INDUSTRIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
143	CHURCH	UNDETERMINED	POSSIBLE CONTRIBUTING
144	INDUSTRIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
145	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
146	MIESCH SILK COMPANY CLOTH CUTTING BUILDING	UNDETERMINED	POSSIBLE CONTRIBUTING
147	MIESCH SILK COMPANY BOILER HOUSE	UNDETERMINED	POSSIBLE CONTRIBUTING
148	INDUSTRIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
149	INDUSTRIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
150	PUBLIC SCHOOL NO. 5	UNDETERMINED	POSSIBLE CONTRIBUTING
151	HINCHLIFFE STADIUM	UNDETERMINED	POSSIBLE CONTRIBUTING
152	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
153	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
154	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
155	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
156	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
157	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
158	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
159	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
160	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
161	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
162	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING

ID	Name	Condition	Integrity
163	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
164	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
165	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
166	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
167	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
168	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
169	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
170	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
171	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
172	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
173	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
174	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
175	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
176	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
177	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
178	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
179	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
180	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
181	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
182	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING

ID	Name	Condition	Integrity
183	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
184	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
185	RESIDENTIAL STRUCTURE	UNDETERMINED	POSSIBLE CONTRIBUTING
186	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
187	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
188	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING
189	NONCONTRIBUTING STRUCTURE	UNDETERMINED	PRESUMED NONCONTRIBUTING

Recommendations

Areas of Significance

The historic district's current nominations emphasize the significance of these resources for **Industry** and **Engineering**, with particular respect to the innovations of the raceway system as a power supply for industrial sites. Based on the survey, research, and interviews conducted for this project, additional potential areas of significance are proposed here, along with the subthemes that could be developed as statements of significance. The most significant area of significance that is not currently identified in the district's nominations is that of Social History, in terms of the labor history and strikes that proved pivotal to the district's history and industrial powers. Further research is necessary to prioritize and expand on each of these areas of significance in relation to the district's resources.

Criterion 1: That are associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained.

Commerce:

1) The Society of Useful Manufactures' significance as an enterprise in the early American economy, as it diversified from a strictly agrarian economy to an industrializing one
2) Commercial conglomeration of manufacturing enterprises (e.g. Allied Textile Printing Company) in the late 19th and early 20th centuries, reflecting the economic patterns of industrialized America

Entertainment/Recreation

1) If the district boundaries were expanded to include Hinchliffe Stadium, an individually-designated National Historic Landmark, the district's nomination would capture the recreation history of area laborers, including the African Americans who attended Negro National League and Negro American League baseball games in this stadium adjacent to the industrial district.

Invention:

1) Innovations in the silk industry, including finishing and dyeing processes
2) Paterson as a major center for locomotive manufacturing in the 19th and early 20th centuries, including the locomotives produced by Rogers Locomotive and Machine Works and Danforth, Cooke and Company
3) John Phillip Holland's design for a submarine, developed while he lived in Paterson and launched in the Passaic River above the Great Falls in May and June 1878

Industry:

1) Innovations in the silk industry, including finishing and dyeing processes
2) Transitions from silk to human-made fabrics (e.g. rayon), reflected in changing industrial processes and distribution
3) Paterson as a major center for locomotive manufacturing in the 19th and early 20th centuries, including the locomotives produced by Rogers Locomotive Company and Danforth, Cooke and Company
4) Samuel Colt's Patent Arms Manufacturing Company occupied a mill within the district (although previous surveys have noted the loss of integrity for those resources)

Maritime History:

1) John Phillip Holland's design for a submarine, developed while he lived in Paterson and launched in the Passaic River above the Great Falls in May and June 1878

Social History:

1) The immigrant influxes and the Great Migration of African Americans that fueled the population of the City of Paterson and supplied laborers, managers, and mill owners for the companies in this area
2) Labor history of the Great Falls/S.U.M. Historic District, including the 1835 textile strike and the 1913 Silk Strike (and the associated labor meetings held in the Question Mark II Bar, noted as a potential expansion of the district boundaries)

Transportation

1) Paterson as a major center for locomotive manufacturing in the 19th and early 20th centuries, including the locomotives produced by Rogers Locomotive and Machine Works and Danforth, Cooke and Company

Criterion 2: That are associated importantly with the lives of persons nationally significant in the history of the United States.

As a significant industrial center in the 18th, 19th, and 20th centuries, Paterson has been linked with several significant figures. Some of these individuals have been identified in previous nominations; others could be addressed in an updated NHL nomination. Their associated companies or significant contributions to American history are noted.

1) Alexander Hamilton – Society of Useful Manufactures
2) Thomas Rogers – Rogers Locomotive Company
3) John Cooke – Danforth, Cooke, and Company
4) Members of the Colt family, including Samuel Colt and his wife Elizabeth - Patent Arms Manufacturing Company/Colt Company
5) John Phillip Holland – submarine design, construction, and launch
6) John Ryle – Pioneer Silk Company
7) Thomas Barbour – William Barbour and Sons
8) Henry Butler – Ivanhoe Manufacturing Company

Criterion 4: That embody the distinguishing characteristics or an architectural type specimen exceptionally valuable for the study of a period, style, or method of construction, or that represent a significant, distinctive, and exceptional entity whose components may lack individual distinction.

Although this inventory survey was not tasked with developing thorough architectural histories for each building, the district features many resources that would seem to be significant as early and/or characteristic examples of 18th, 19th, and 20th-century industrial **architecture**. This includes structures designed to accommodate new production processes and products; buildings (serving various functions) that utilized emerging industrial materials, or adapted traditional materials to new building typologies; and/or resources that may represent the international architectural influences of the district's immigrant labor populations.

Moreover, expanding the historic district's areas of significance, periods of significance, and/or district boundaries would introduce new eras of contributing resources to the district, acknowledging the significant architecture of later eras that typifies the ongoing development and industrialization of the City of Paterson into the early 20th century. This includes resources such as the Visitors Center/Resource 17; the Glenro Building/Resource 19; and the S.U.M. Administration Building/Resource 40.

Criterion 6: That have yielded or may be likely to yield information of major scientific importance by revealing new cultures, or by shedding light upon periods of occupation of large areas of the United States. Such sites are those which have yielded, or which may reasonably be expected to yield, data affecting theories, concepts, and ideas to a major degree.

James Harmon's 2015 *Archeological Overview and Assessment of the Paterson Great Falls National Historical Park* assessed the archeological potential and findings within the National Historical Park. Although these boundaries do not entirely overlap with the historic district boundaries, Harmon's report does suggest the potential of the district to yield additional archeological information within the larger historic district related to surface ruins and demolished industrial resources.

Period of Significance

The current period of significance, based on the old National Register nomination forms, spans the years 1700-1799, 1800-1899, and 1900-, with significant dates identified as 1792-1864 and 1876. We recommend adopting a similarly inclusive period of significance for any update of the National Historic Landmark district. In order to acknowledge the influence and lifespan of the Society of Useful Manufactures—the historic district's namesake—the most inclusive period of significance would begin with the establishment of the Society in 1792 and extend through the existence of the company, ending with the city purchase of the S.U.M. charter in 1945.

Shorter, more discrete periods of significance might include the following spans:

- 1792-1794 – establishment of the S.U.M. charter, completion of the first canal and initial raceways, introduction of water power, and construction of early mills
- 1800-1802 – increased raceways
- 1806-1807 – creation of new raceways
- 1827-1846 – substantial development of the current raceway system, labor strikes, immigrant population increase
- 1912-1914 - construction of the hydroelectric plant, shifting the power supply of the industrial district, 1913 Paterson Silk Strike

However, these separate and distinct periods of significance would not convey the continuous and interconnected industrialization of the district, and the successes, failures, and shifting charter of the Society of Useful Manufactures.

Boundaries

The district boundary maps produced for this project note potential areas of expansion for the current boundaries. The primary criterion in evaluating these adjacent and potentially-significant resources was their relevance to the industrial ecosystem of the historic district—encompassing not just the **industrial** resources, but also the **infrastructural**, **institutional**, **commercial**, **recreational**, and **residential** resources that underpinned the lives of mill laborers, tenants, managers, and owners.

In terms of **infrastructural** resources within the district that have not been previously inventoried (to our knowledge), we would encourage a future NHL nomination to explicitly catalogue the footbridges over the Upper, Middle, and Lower Raceways, as these structures are critical to the layout of the mills and knit them together with their urban contexts.

Additional **infrastructural** resources located outside the current boundaries but linked to the district's significance include the pump house at Reservoir and Grand Streets, and the public utilities building at Broadway and Curtis Place.

Outside the current district boundaries, several **industrial** buildings along Totowa Avenue would seem to contribute to the historic district if it were expanded in that direction. They are generally consistent with the industrial buildings located within the current boundaries.

Institutional resources that were historically integrated with the area and could be included within an expanded historic district boundary include: Public School No. 2 on Passaic Street; Public School No. 5 on Totowa Avenue; and a church on Totowa Avenue.

Potential **commercial** resources to include are the Question Mark II Bar on Van Houten Street and various commercial resources on Mill Street, within the proposed North and South Dublin Districts (see below).

Hinchliffe Stadium represents the significant **recreational** resource that could be included in a boundary expansion.

With respect to adjacent **residential** areas that may have served as workers' housing, several particular areas emerged from the survey: Ryle Avenue, on the district's northern edge; Wayne Avenue and Front Street, on the district's western edge; and the cluster around Grand and Spruce Streets, at the district's southeastern corner.

In addition to these areas, previous surveys have evaluated the eligibility of the **residential** North and South Dublin Districts (whose boundaries are variously defined) as relevant to the history of the industrial district; these areas are located along the district's eastern edge and could be considered for boundary expansions.

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Appendix: Digital Submission

Submitted electronically:

- Full resource inventory spreadsheet
- Survey photographs for all resources
- GIS shapefiles