



Historic Preservation Committee of Mountain Lakes

To: Mountain Lakes Borough Council
From: Mountain Lakes Historic Preservation Committee
Re: Description and Explanation for Designation of Historic Landmarks
Date: July 29, 2019 (as revised and updated February 15, 2020)

This Description and Explanation for Designation of Historic Landmarks is prepared in response to a request from the Borough Council for “details on the reasons for each of the structures you recommend we make Historic Landmarks.”

For each of the proposed Historic Landmarks, this Description and Explanation includes the following:

- An explanation of the basis for designation, using the criteria for designating historic landmarks found at § 40-51A of the draft historic preservation ordinance.
- The description of the proposed Historic Landmark contained in the 2005 Mountain Lakes Historic District Application.
- Where applicable, the script of the HPC’s audio walking tour for the proposed Historic Landmark.
- Current photos of the proposed Historic Landmark.
- Where available, photos of the proposed Historic Landmark from the 2005 Mountain Lakes Historic District Application.
- Where available, historic photos of the proposed Historic Landmark from the HPC’s archives.

Information on the proposed Historic Landmarks can be found beginning at the following pages:

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Respectfully submitted,

Mountain Lakes Historic Preservation Committee

The Station

(1) The Station, which is located at 99 Midvale Road (Block 128, Lot 22 on the Borough Tax Map).

Basis for designation:

The Station is one of a small number of buildings in Mountain Lakes that are identified as “contributing buildings” in the Mountain Lakes Historic District but are not single-family residences.¹ The Station satisfies the same National Register Criterion that provide the basis for listing the Mountain Lakes Historic District in the National Register of Historic Places – namely, National Register Criterion A (Property is associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction) in the areas of community planning and development, landscape design and architecture. As a building that was constructed by Mountain Lakes developer Herbert Hapgood, the Station also satisfies the following criteria in the draft historic landmark ordinance: (1) “Character, interest, or value as part of the development, heritage or cultural characteristics of the Borough”; (5) “Identification with the work of a builder, designer, artist, architect or landscape architect whose work has influenced the development of the Borough”; and (7) “Unique location or singular physical characteristics that make a district or landmark an established or familiar visual feature.”

Description from 2005 Mountain Lakes Historic District Application:

Section 7, page 154 --

653 99 Midvale Road (Block 128, Lot 22)	Hapgood
1912 Contributing building	Photo 17,18 Historic Photo H6
Restaurant, originally built as the Railroad Station for the Delaware Lackawanna & Western Railroad. Designed by the railroad's architect Frank J. Nies, or the office of Nies. It is a boulderstone building with Jacobethan overtones, asphalt shingle cross gable roof. A fire in 1918 burned the original structure, damaging the roof, but it was rebuilt with little changes save the roof, which was surfaced in cedar instead of tile. The supervising mason was D. Padovano, who was also responsible for the Lake Drive School. Purchased by the Borough in 1950s. Listed on Morris County Inventory of Historic Sites. See appendix for complete description.	

Description from HPC Walking Tour:

The distinctive stone railroad station building you see before you was built by Herbert Hapgood, the developer of Mountain Lakes, in 1912. Train service began that same year. But long before train whistles sounded here, the land belonged to two notable area residents.

The first owner of this five-acre site was a prominent local physician named John Darby, who held title to more than 200 acres, most of it in what is now Parsippany. When Dr. Darby died in 1806, among his quote—unquote--possessions—was a slave named Hero Bull. When later freed, Bull came to own the property, known locally as Hero's Lot, and subsequently bought by the Morris

¹ From Section 7, page 16, of the 2005 Mountain Lakes Historic District Application: “With the exception of community-based buildings that consist of two churches, a fraternal hall, a clubhouse, a railroad station (now a restaurant), two schools and a small block of stores, all the contributing buildings of the proposed Mountain Lakes Historic District are single-family residences.”

and Essex Railroad company from Bull's descendents [sic] before it laid the tracks from Denville to Boonton in the 1860s.

A half-century later, the town's first commuters rode on the new tracks of the Erie Lackawanna Railroad and aboard train cars pulled by cleaner running engines burning hard coal—a switch that clever marketers for the railroad soon personified in the fictitious character of Phoebe Snow, a lovely auburn haired maiden garbed in an immaculate white dress, who became the symbol of the clean and gracious travel on the Lackawanna.

After WW II, freight and passenger trains traveled on four tracks—two eastbound and two westbound. At its peak, when Mountain Lakes was on the main route from Hoboken to Buffalo, 29 passenger trains a day passed through this station. For decades, as many as nine out of ten of the borough's wage earners hopped a train here, commuting to jobs in Manhattan. On clear days, smoke from the chugging locomotives was visible from houses on the hill across the Boulevard.

These parking lots filled on weeknights as wives swapped local news and children played, everyone waiting for the evening train to bring husbands, fathers, and sons home from a long day in the city. On into the sixties, recalled Duke Smith in his oral history, a good many residents still rode the train to New York every day—enough that near Election Day, local politicians often campaigned here during the morning rush hours. Smith commuted on the train for 28 years and many of his early friendships were fostered here at the station and aboard the train.

“The 7:25 was a popular train,” he said. “Non-stop from Boonton into Hoboken. It was a lot faster in those days than it is today. We got on in Mountain Lakes, the next stop was Boonton, and then it was dead-on to Hoboken. Then we took the tube train or the ferry into New York. I took the tube train. It took about 50 to 55 minutes to get to Hoboken and then another 25 to 30 minutes into the city. It was a total of one hour and twenty-five minutes.

“A few years after I started commuting I discovered there was a special commuter car on the train, a Pullman car with comfortable seats that had bridge tables in it. It was a private car. A group of men here formed an organization and people from Boonton, Boonton Township and Montville joined, and we had our own car. It cost \$60 a year for the car, plus your ticket, so it was \$5 a month to have a private train car. There were bridge tables at each end of the car and we played penny ante bridge every morning going in. Other people played poker at night on the way home.”

The station building is an interesting adaptation of Jacobethan style architecture and historically significant. Its unique two-level design gracefully adapts to a difficult sloped site. Its track level baggage room was accessible to vehicles; a story below, the waiting room and ticket office were accessible to pedestrian traffic.

Nowadays housing a restaurant, aptly named The Station, this charming building has stood silent witness to many transformations and events. In 1920 a fire destroyed much of its interior. But a \$19,000 restoration project soon returned it to its original condition. In April of that same year, a railroad strike tied up local train service, leaving scores of Mountain Lakes businessmen unable to get to their offices. After three days, a train finally left the station for Hoboken. It was manned by resourceful local townspeople acting as the firemen, stokers, and engine cleaners. By the late 1920s, much of the building's interior was being used as offices for a law firm and a construction company. The Hill family, circus owners who lived on Pollard Road, transported their animals, including elephants, via the train, sometimes keeping them in the borough. Thus all those stories of elephants being led down Pollard.

In 1980, the Morris County Inventory of Historic Sites acknowledged the station's historic significance with a cast iron marker. You can see it on the sloping ground below the restaurant patio.

Before its current restaurant, the building housed several different eateries, including The Soup Emporium and The Phoebe Snow. The latter, owned and operated by Ann McCarthy in the 1990s, was a popular luncheon destination. Longtime residents still recall fondly her soups, entrees, and especially the oven- popovers she served Monday through Friday. Phoebe Snow's became a popular spot for local real estate agents to bring prospective homebuyers. And a favorite of the town's school kids, thanks to McCarthy's generosity. On days when she had leftover popovers—and for some reason that was most days--McCarthy initially put them in a basket outside the door and told a few of her children's friends to stop by after school to pick them up. Soon children from all over town were running, riding their bikes, and even getting their mothers to drive them to the station to snag a free popover! When, after 13 years, McCarthy closed Phoebe Snow's, a small piece of small town life ended too.

Photos:









Photo from Historic District Application



Historic Photos:

Train Station 1912



Lackawana Station



View from Midvale Road



Lake Drive School

- (2) The Lake Drive School, which is located at 10 Lake Drive (Block 100, Lot 5 on the Borough Tax Map).

Basis for designation:

The Lake Drive School is one of a small number of buildings in Mountain Lakes that are identified as “contributing buildings” in the Mountain Lakes Historic District but are not single-family residences.² The Lake Drive School satisfies the same National Register Criterion that provide the basis for listing the Mountain Lakes Historic District in the National Register of Historic Places – namely, National Register Criterion A (Property is associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction) in the areas of community planning and development, landscape design and architecture. As a building that was constructed by Mountain Lakes developer Herbert Hapgood, the Lake Drive School also satisfies the following criteria in the draft historic landmark ordinance: (1) “Character, interest, or value as part of the development, heritage or cultural characteristics of the Borough”; (5) “Identification with the work of a builder, designer, artist, architect or landscape architect whose work has influenced the development of the Borough”; and (7) “Unique location or singular physical characteristics that make a district or landmark an established or familiar visual feature.”

Description from 2005 Mountain Lakes Historic District Application:

Section 7, page 111 --

446 10 Lake Drive (Block 100, Lot 5)

1914 Contributing building

Photo 3,13 Historic Photo H8

Lake Drive School - Jacobethan style school - stone with stone foundation; 7 bays, 2 1/2 stories; gable roof with two gabled bays on front; entry bays (2) have shed roof with wood brackets; 1 massive left side stone chimney; 1/1 double hung windows ganged in sets of 6, some windows have cast stone or concrete trim; very heavy sub fascia of (3) 1 x 12's with modillions of about 12" x 12". The original section of four rooms is nearest the intersection of Lake Drive and the Boulevard. A major addition was built onto the original section in 1921. The supervising mason was D. Padovano, the same mason who supervised construction of the Train Station. The school was built by Hanover Township at the entreaty of the residents who were then counted as residents of Hanover Township. The early maps of Mountain Lakes say "School House" in lieu of a builder no.

1914 Contributing structure

Very high stone retaining wall with sloping concrete cap at intersection of Lake Drive and Boulevard.

Description from HPC Walking Tour:

When school bells first rang at Lake Drive School in 1914, the formidable stone building you see in front of you was less than half this size. Initially built with only four classrooms, it soon became

² From Section 7, page 16, of the 2005 Mountain Lakes Historic District Application: “With the exception of community-based buildings that consist of two churches, a fraternal hall, a clubhouse, a railroad station (now a restaurant), two schools and a small block of stores, all the contributing buildings of the proposed Mountain Lakes Historic District are single-family residences.”

overcrowded. Expansion plans were drawn up, and through the summer of 1920 Herbert Hapgood rushed to finish construction for the reopening of school on September 20th.

The enlarged building, which increased the number of classrooms to 10 and offered additional rooms for domestic science and art, was called “one of the finest and well equipped modern school buildings in the state” in a local newspaper account of the day. It boasted a gymnasium on the basement level and a second floor assembly room with a seating capacity of 500 and a stage that hosted not only school events, but also cultural offerings such as grand opera performances. The Lake Drive School also served the community by hosting the borough’s first library, which was opened by the Mountain Lakes Woman’s Club in 1914 with 100 volumes donated by club members. In 1930 the library moved to the Midvale shops.

Students typically went home for lunch; though some, whose families belonged to the Mountain Lakes Club, sometimes ducked in next door for the noon meal. In the school’s early years students went to the Club for another reason—dressed in bathing suits for swimming classes offered as part of phys ed.

By 1935 there were some 399 students attending Lake Drive School in grades K-9. Mountain Lakes had no high school. That year 32 students attended high school at Boonton High and 70 were enrolled at Morristown High

In a time before hallway lockers, each classroom had its own cloakroom for the children to hang their coats and hats and scarves and mittens, and in snowy weather, stash their boots. Nearly everyone arrived on foot. Sometimes on ice skates. Recalls George Wilson: “We’d skate to school and come in right at the Club. We’d carry our shoes in our hand, take our skates off, go into school and put the skates on the radiator where they’d thaw out.” The classrooms had high ceilings and big windows with pull down shades. Behind the school stood a Maypole that was adorned on May 1st with colored streamers for the annual Maypole dance.

Back in a time when dogs were allowed to roam freely, as many as seven dogs regularly “took” outdoor gym classes with Lake Drive students. As if on cue, the canine cluster would return at the end of the school day and gather along the circular drive out front to greet their two-legged friends as they burst out the door.

In the 1970s, the stone schoolhouse began serving students from beyond Mountain Lakes. After a modest beginning with one teacher, a teacher’s aid, a speech therapist, a part time consulting audiologist, and seven students, what is now the very successful Lake Drive Program for Deaf & Hard of Hearing left rented quarters in the Community Church in 1972 for The Lake Drive School. For the next six years, the program shared the building with the town’s 5th and 6th grade students. Since 1978, deaf and hard of hearing children have been the sole students at Lake Drive School.

The program has grown to fill the building as well as send students to Mountain Lakes middle school and high school. Nowadays, 250 students come from nearly 100 New Jersey communities in 11 counties and are served from infancy to high school graduation. A recent school year saw 27 Lake Drive students mainstreamed for middle school at Briarcliff and 41 attending Mountain Lakes High School.

Photos:







Photo from Historic District Application:



Historic Photo – Lake Drive School



Historic Photo – Lake Drive School 1939



Briarcliff School

(3) Briarcliff School, which is located at 93 Briarcliff Road (Block 87, Lot 1 on the Borough Tax Map).

Basis for designation:

Briarcliff School is one of a small number of buildings in Mountain Lakes that are identified as “contributing buildings” in the Mountain Lakes Historic District but are not single-family residences.³ Briarcliff School satisfies the same National Register Criterion that provide the basis for listing the Mountain Lakes Historic District in the National Register of Historic Places – namely, National Register Criterion A (Property is associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction) in the areas of community planning and development, landscape design and architecture. Because of the unique role it has played as the Borough’s first high school, Briarcliff School also satisfies the following criteria in the draft historic landmark ordinance: (1) “Character, interest, or value as part of the development, heritage or cultural characteristics of the Borough”; and (7) “Unique location or singular physical characteristics that make a district or landmark an established or familiar visual feature.”

Description from 2005 Mountain Lakes Historic District Application:

Section 7, page 60 --

175 93 Briarcliff Road (Block 87, Lot 1)

1936 Contributing building

Photo 14 Historic Photo H7

Briarcliff School (Middle School) Collegiate Gothic style school; brick with brick foundation; slate gable roof; copper gutters and leaders. The building is composed of two parts, the left side classroom wing and the right side gymnasium. On the left 2 story wing, there are 5 bays - two entry towers with 3 classroom bays in between. Fenestration for the classrooms is a bank of 5 6/6 double hung windows with brick sills and wood lintels with decorative carving on the bottom of the lintel. There are brick buttresses between the classroom windows, to a height approximating the window heads on the first floor. Entry doors on the tower bays are surmounted with cast stone arches resting on cast stone or terra cotta flowered modillions. The right side gymnasium wing is one tall story with 3 bays. Windows are paired, 6/6 double hung windows with transoms above, cast stone surrounds and cast stone lintels. This structure was built as a junior-senior high school in 1936 and served as the junior-senior high school until 1959, when the new High School was opened.

Description from HPC Walking Tour:

By 1934, the school age population in Mountain Lakes was outgrowing the town’s one school, the Lake Drive School, which students attended through grade 9; then finished their public high school education at either Morristown High School or Boonton High School. In 1934 and 1935, the Mountain Lakes Board of Education asked voters three times to approve the construction of a new school building to serve as a junior and senior high school. The first vote ended in a tie; the second attempt was voted down. Finally, in April of 1935, the measure passed on the third try.

³ From Section 7, page 16, of the 2005 Mountain Lakes Historic District Application: “With the exception of community-based buildings that consist of two churches, a fraternal hall, a clubhouse, a railroad station (now a restaurant), two schools and a small block of stores, all the contributing buildings of the proposed Mountain Lakes Historic District are single-family residences.”

The new school would be built on a 12-acre tract that had been purchased by the Board of Education in 1929. The total cost of the construction, including school furniture and other necessary equipment, was \$266,000: \$196,000 was financed by a loan from the United States Government on bonds of the school district, and \$70,000 came from an outright grant from the federal government. Both were provided through the Public Works Administration, an agency established during the Great Depression to fund public works projects as a means of providing employment and contributing to a revival of American industry.

Construction began in September of 1935. The cornerstone (seen to the right of the front entrance) was actually laid in March 1936. Later that year, the same year that Mountain Lakes celebrated its 25th anniversary, the school opened for its first classes, serving grades 8 through 11 and was formally dedicated in a public ceremony on December 22. High School seniors that year were permitted to finish their education at Boonton or Morristown.

The building is of modified gothic architecture, with steel frame construction, a slate roof, copper gutters, and leaded glass windows. Originally, a large cupola with a weathervane rose on top of the tower over the building's main entrance, but this was removed by the 1950s. Inside, the building has fine details such as carved acorn medallions in the stone at the doors, terra cotta flowers by the door heads, and richly grained oak woodwork.

The Mountain Lakes High School housed grades 7 through 12 beginning with the 1937-1938 school year until the school age population of the growing community once again outstripped the physical facility, and it became necessary to build a new high school, on Powerville Road. That school was built at a cost of \$1,575,000, and opened in 1959. The last high school graduating class to graduate from this building was the Class of 1958.

Back when Briarcliff served as a high school, it became tradition that only seniors could use the main front entrance of the building. No underclassmen could enter or exit through those "senior doors" until Moving Up Day at the end of the year, when the rising juniors could assume their position at the top of the heap. Susan Bruton Cole, a member of the Class of 1957, shared the following recollection:

"At all assemblies in the auditorium, the seniors sat in the front rows, the juniors behind them, then the sophomores, and so on. For Moving Up Day, the sixth grade class would come to the high school. So when the seniors marched out to the strains of our high school orchestra playing Pomp and Circumstance (very badly of course) they would stand at the back of the auditorium. The juniors would 'move up' to the senior seats, the sophomores to the junior rows, and finally the little kids from sixth grade would file into the vacant seats that the 7th grade class had been sitting in. It was a visual and very emotional way of showing that the senior class was really moving up and on . . . That also meant that the senior doors now belonged to the junior class -- the new senior class. Thus, the senior class always blocked the door in a major way to prevent them from using it.

"Oh, the mess. I believe that kind of ritual would now be called outright vandalism because we did 'borrow' things like the life guard chairs from Island Beach, and road signs, and any piece of portable property that wasn't chained down. It took days to restore order at the school and to return all those items." A photograph from the last Moving Up Day in 1958 shows students blocking the front doors of the school with a moat and a canoe and posting a large number of town signs, public and private, that had been "borrowed" for the occasion.

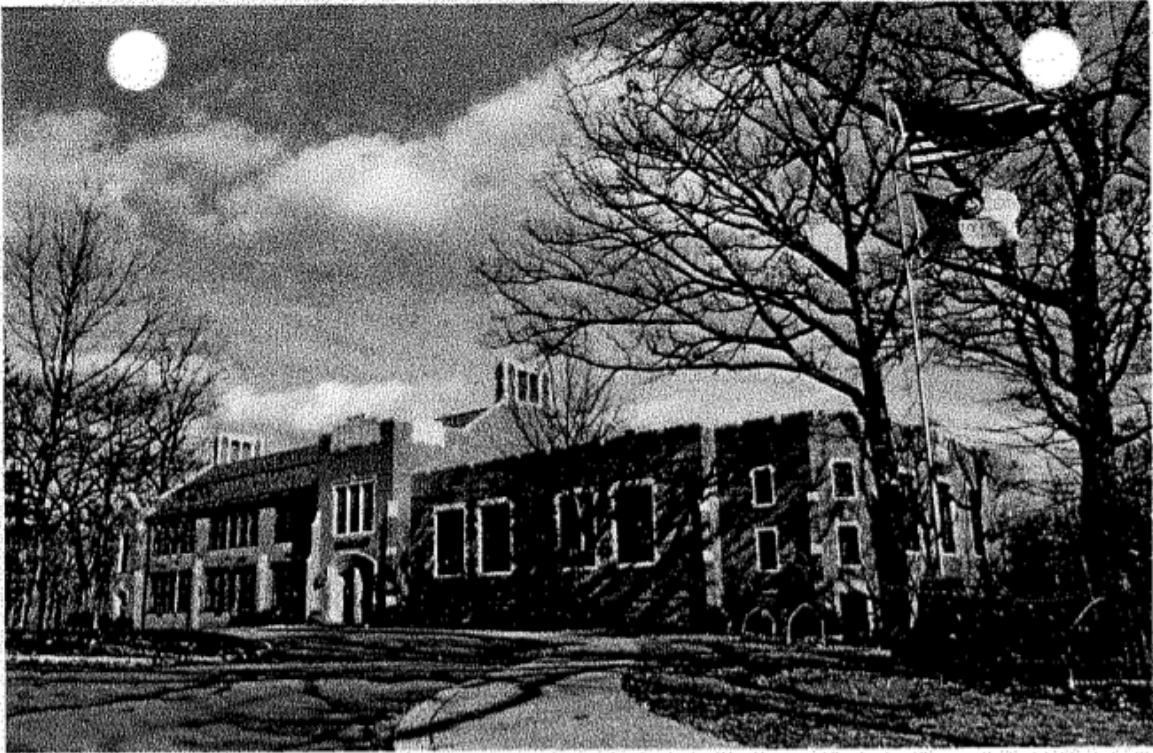
After the school became a middle school, it was named Briarcliff School. The school currently houses grades 6 through 8. A major three-story addition to the rear of the building, was completed in 1999.

Photos:





Photo from Historic District Application

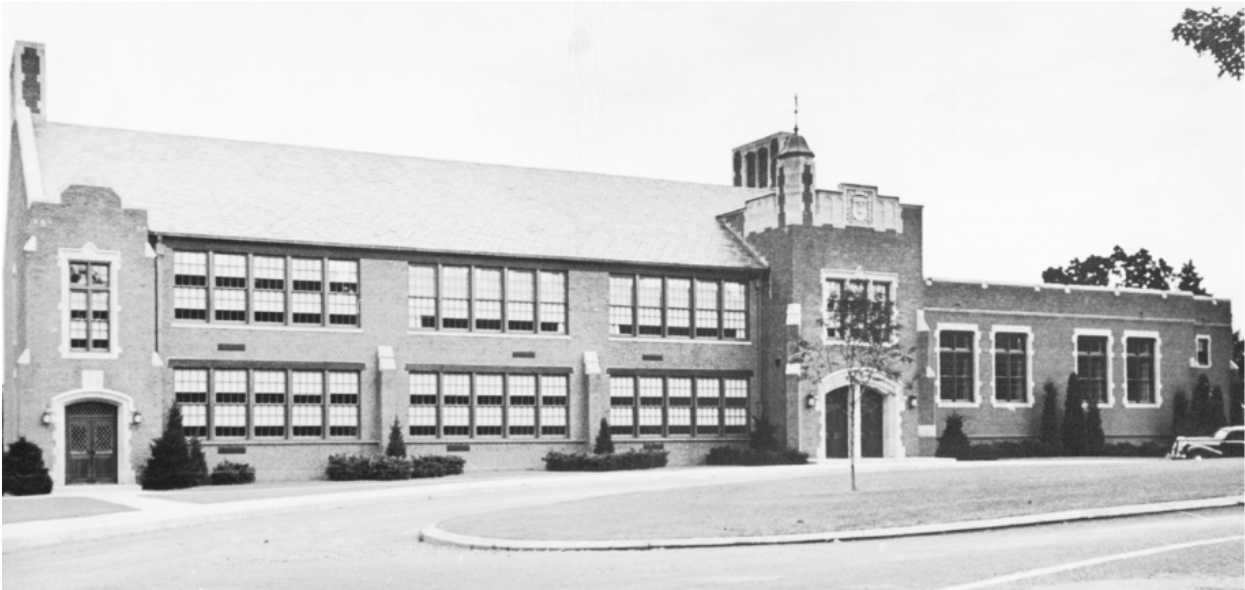


14

Historic Photo -- Briarcliff School 1939



Historic Photo -- Briarcliff School



Community Church

- (4) The Community Church, which is located at 48 Briarcliff Road (Block 82, Lot 7 on the Borough Tax Map).

Basis for designation:

The Community Church is one of a small number of buildings in Mountain Lakes that are identified as “contributing buildings” in the Mountain Lakes Historic District but are not single-family residences.⁴ The Community Church satisfies the same National Register Criterion that provide the basis for listing the Mountain Lakes Historic District in the National Register of Historic Places – namely, National Register Criterion A (Property is associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction) in the areas of community planning and development, landscape design and architecture. As a building that was constructed by Mountain Lakes developer Herbert Hapgood, the Community Church also satisfies the following criteria in the draft historic landmark ordinance: (1) “Character, interest, or value as part of the development, heritage or cultural characteristics of the Borough”; (5) “Identification with the work of a builder, designer, artist, architect or landscape architect whose work has influenced the development of the Borough”; and (7) “Unique location or singular physical characteristics that make a district or landmark an established or familiar visual feature.”

Description from 2005 Mountain Lakes Historic District Application:

Section 7, page 57 --

161 48 Briarcliff Road (Block 82, Lot 7)

Hapgood, builder no. 33

1914 Contributing building

Photo 20 Historic Photo H12

Community Church; stone and stucco with cement plaster foundation. Church portion (far right) is oldest; stone façade with cement corner quoins, flat gothic arched casement windows with cement surrounds, slate gable roof with gable end to street; cast cement fascia provides gable shaped parapet, entry is through 1 story cast stone gable entry with oak paneled doors Attached on the left are more wings. First is a stone and rough textured stucco community hall with gable end to street and gable entry bay, slate gable and hip roofs, flat gothic arched multi-paned casements. To the far left is an L-shaped wing of stucco walls with cement plaster foundation, flat and asphalt shingle gable roofs, 1/1 double hung windows in classroom portions and stained glass fixed windows. The first church building in Mountain Lakes. Hapgood donated the land, the congregation built the building.

Description from HPC Walking Tour:

Mountain Lakes had been inhabited by its first citizens for barely three months when the new residents began to think about the spiritual life of their fledgling community. John and Lila Houston had moved into the house at 35 Dartmouth Street, and in early June 1911 Mrs. Houston began the town’s first Sunday school in her home. The following year, the first church services for adults were held on Sunday afternoons in the Luellen garage, with the assistance of Reverend Frank E. Depue of the Reformed Church in America in Boonton.

⁴ From Section 7, page 16, of the 2005 Mountain Lakes Historic District Application: “With the exception of community-based buildings that consist of two churches, a fraternal hall, a clubhouse, a railroad station (now a restaurant), two schools and a small block of stores, all the contributing buildings of the proposed Mountain Lakes Historic District are single-family residences.”

Services would relocate to two more private homes and to an unoccupied store in the new Midvale shops, where, on November 13, 1913, the Community Church of Mountain Lakes was formally organized in a gathering with 22 charter members. By then, efforts were already well under way to build the town's first church. Herbert Hapgood donated seven tenths of an acre of land here at the corner of Briarcliff and Barton Roads to be used as a site for a church building, and Architect F.Y. Parsons of Paterson drew up preliminary plans for a chapel. In June 1914, the final building plans were approved, and Hapgood's company, Mountain Lakes Incorporated, won the bid to build the chapel at a cost of \$15,000 including the electric light fixtures and pews -- cheap even for those times. The cornerstone for this original structure, which consisted solely of the Chapel building you see nearest to Barton Road, was laid on September 6, 1914. The first service in the new building was held on December 6, 1914, and the Community Church was formally dedicated on May 16, 1915.

In 1927, the Church completed construction of the Church House to the left of the Chapel building, more than doubling the total floor area, for a little over \$71,000. In 1948 the Church acquired the land across Barton Road for use as a parking lot. In 1952, the Church acquired the home next door at 4 Barton Road for use as the Church Manse. The two-story educational wing and Memorial Chapel, to the far left, were added in 1957, again more than doubling the total floor space of the Church, at a cost of \$220,000.

The window shapes in the original chapel section of the Church are similar to the shape of a gothic arch. You can see that the builder attempted to use as much of the native boulder stone as possible. You can tell the difference between the original chapel section and the Church House added in 1927 by the change in the color and texture of the masonry. The chapel section and Church House both have slate roofs. Note the corner quoins (the alternating solid stone blocks at the corners) at the front of the chapel building, which help give a solid appearance to the structure.

The Church bell was donated by the Mountain Lakes Association and citizens of the community in 1915, and originally doubled as a fire alarm for the town, with the number and pattern of tolls of the bell signifying which section of the town the fire was in. A 1915 directory of Mountain Lakes shows a star next to the names of nearby residents designated as a "Holder of the Key to Alarm Bell Tower," and residents were instructed in case of fire to telephone a fire key holder near the Church. The bell has also been the target of a number of pranks by the town's youth over the years. The late Skip Watts, long-time Mountain Lakes native (born in 1927) and "voice of the Herd," recounted how he and some friends attempted to steal the bell from the Church one night:

"So we climbed up in the bell tower, unloosened it, lowered it down with a rope, and when it set on the floor, the bell was so flat that we couldn't get our fingers underneath it and we couldn't rock it. [chuckles] So we had to leave the bell in the bell tower--down at the floor of the bell tower. And we got caught, by the way."

From its early days onward, the Community Church has served as a center of community activities. Beginning in 1915 and continuing for many decades, the Church held a Thanksgiving morning church service and breakfast. It has hosted Memorial Day, Flag Day, and 4th of July ceremonies. The first commencement ceremony of the new Mountain Lakes High School was held here on June 12, 1938.

In 1921, the Church became the sponsoring organization for Boy Scout Troop 41. Troop 41 is still sponsored by the Church and meets regularly here on Monday nights. The original list of scouts on the troop's charter includes 12-year old Charles Hapgood, son of Herbert Hapgood. When the Church turned 50 years old in 1963, it had 1,200 members, with 13 women's groups, and two sessions each Sunday for both Church services and Sunday school.

Although the Church was formally affiliated with the Reformed Church in America from the time of its founding, the congregation viewed the affiliation as a mere formality and paid no attention to the doctrines of that Church, preferring instead to pursue a more liberal, inclusive theology. In 1955, the Reformed Church in America sought to force the Community Church to adhere more closely to its tenets. The congregation, under the leadership of the Church's longest-serving Minister, the Reverend Dr. Loral W. Pancake, took steps to leave that denomination and formally separated from the Reformed Church in America on October 18, 1955. In 1956, the church became affiliated with the Congregational Christian Churches, one of the predecessor denominations of what is now known as the United Church of Christ.

The Community Church has always strived to be a church for the entire community. The Reverend Doctor Charles S. Macfarland, a citizen of Mountain Lakes who was instrumental in the establishment of the church, described its overriding policy as follows: "The church would be the church in the community – hence the name, The Community Church. It would be a church where Christians of any evangelical denomination might join, with or without subscription to the specific tenets and laws set forth by the Reformed Church in America, and where Christians might work together in fellowship with those who seek to know and to do the will of God."

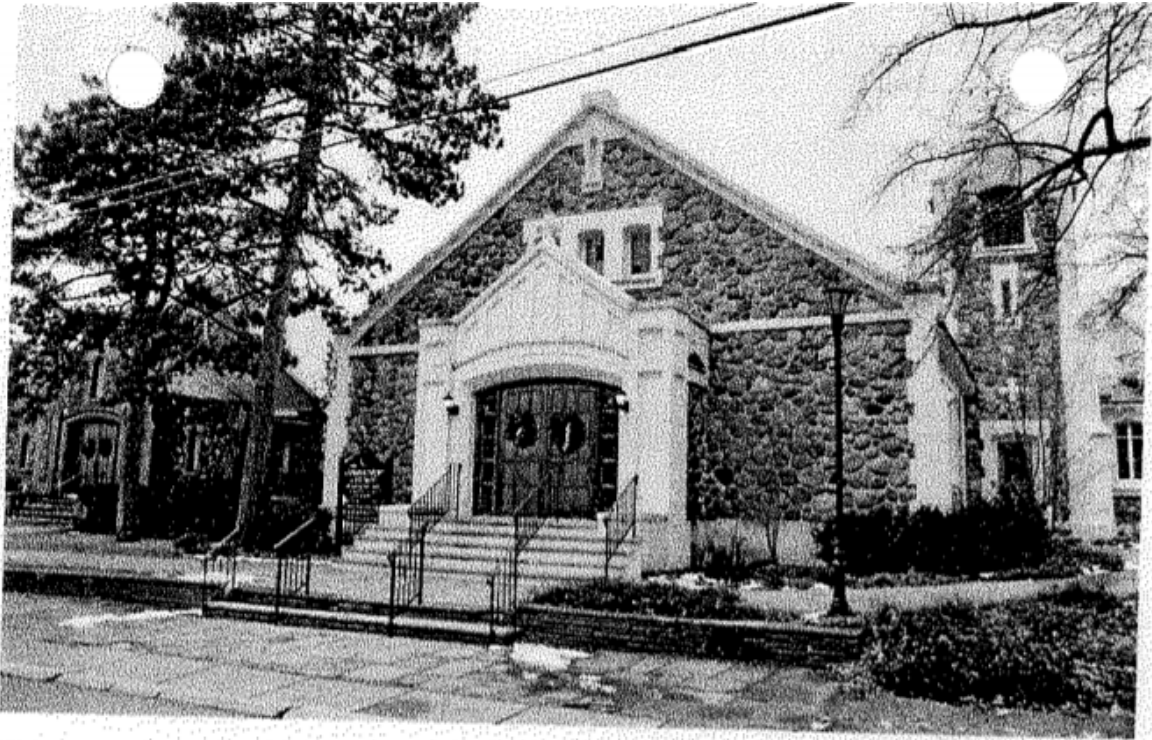
Photos:







Photo from Historic District Application:



Historic Photos:

Community Church 1934





Community Church on Sunday



REPRODUCED
BY THE
PRESERVATION
COMMITTEE
of Mountain Lakes

St. Peter's Episcopal Church

- (5) St. Peter's Episcopal Church, which is located at 215 Boulevard (Block 55, Lot 58 on the Borough Tax Map).

Basis for designation:

St. Peter's Episcopal Church is one of a small number of buildings in Mountain Lakes that are identified as "contributing buildings" in the Mountain Lakes Historic District but are not single-family residences.⁵ St. Peter's satisfies the same National Register Criterion that provide the basis for listing the Mountain Lakes Historic District in the National Register of Historic Places – namely, National Register Criterion A (Property is associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction) in the areas of community planning and development, landscape design and architecture. St. Peter's also satisfies the following criteria in the draft historic landmark ordinance: (1) "Character, interest, or value as part of the development, heritage or cultural characteristics of the Borough"; and (7) "Unique location or singular physical characteristics that make a district or landmark an established or familiar visual feature."

Description from 2005 Mountain Lakes Historic District Application:

Section 7, page 48 --

115 215 Boulevard (Block 55, Lot 58)

1926 Contributing building

Photo 21

St. Peter's Episcopal Church - This is set well above Boulevard on a hill on the corner of Martins Lane and Boulevard. The gable end of the church faces Boulevard and is Gothic Revival style, built of boulderstone with corner quoins and window surrounds of a rough split gray stone. The sides of this bay have stone buttresses. The single gabled bay has a pair of wooden gothic arched doors with decorative strapwork hinges providing entry to the undercroft. There is a casement window on each side of the doors. Above this is a very large stained glass window with Gothic tracery. Entry to the church is from the Martins Lane side. The peak of the gable has one small window, apparently with fixed sash. There is a steeply pitched slate roof on the church with no overhang. To the right rear (from Boulevard) is the parish hall, projecting from the far right corner built of stucco with a flat roof, crenolated parapet, and with multi-paned casement windows with cast stone or concrete sills. The parish hall contains both one and two story portions.

1926 Contributing structure

Extensive stone retaining walls with cement wash top are found on the property at the Boulevard side and also as retaining walls for the parking lot on Martins Lane. The wall on the Boulevard side is unmortared.

Description from HPC Walking Tour:

The cornerstone you see to the left of the main door was laid in October 1926. A year later, the first service in St. Peter's Episcopal Church was held. There were no pews. Everyone sat on folding chairs. There were no decorations. And the wonderful stained glass windows that so

⁵ From Section 7, page 16, of the 2005 Mountain Lakes Historic District Application: "With the exception of community-based buildings that consist of two churches, a fraternal hall, a clubhouse, a railroad station (now a restaurant), two schools and a small block of stores, all the contributing buildings of the proposed Mountain Lakes Historic District are single-family residences."

distinguish the church today, were not yet in place, let alone even designed. But there was an organ, and the members' voices surely rang out joyfully singing that Sunday's hymns. Finally, after years of a rather nomadic existence, they had a home.

Initially, Episcopalians living in the new town of Mountain Lakes worshipped at St. John's in Boonton. Most of them took the trolley (the subject of your next stop), which ran irregularly on Sundays, making Sunday school attendance especially difficult. The Reverend Henry B. Wilson, St. John's pastor, established a branch Sunday school in the Community Church that ran from 1916 to 1917. As more and more homes were built and Mountain Lakes continued to grow, so did the call for a separate church. At Reverend Wilson's urging and with the bishop's blessing, the Newark diocese purchased this piece of property overlooking Mountain Lake in 1919. Architectural drawings were needed. Money had to be raised. Meanwhile, the newly named congregation of St. Peter's gathered for its initial service in August of 1923, 90 strong, at St. John's School, which later became The Wilson School. It was renamed to honor Reverend Wilson's wife after her death. Sunday services were also held for a short time at the Masonic Temple, across the Boulevard.

At that maiden service at St. Peter's, the first baptism was for a baby boy named Gil Higgins, who represented a third generation of a prominent Mountain Lakes family whose place in town history was destined to grow even greater. Gil Higgins was the grandson of Captain Lucius Higgins, a member of the vestry who served in World War I and as the town's fourth postmaster. The baby's father, Gilbert Higgins, would years later be awarded a bronze medal by the Carnegie Hero Fund Commission for jumping into frigid waters on December 16, 1944, to save a Mountain Lakes boy named Edward Nelson who had fallen through the ice. Gil Higgins would also grow up to become a hero. A Lieutenant in the US Army, Gil Higgins died in Germany on March 28, 1945, from wounds he suffered trying to help his tank column escape enemy fire. His gallantry earned him The Silver Star, which is on display in a glass case inside the church.

The original design called for an L-shaped building, complete with a four-story tower and a wing paralleling the Boulevard even longer than the church for the parish and rectory. But that design, as you can see, was never built. Pledges fell far short of the estimated \$100,000 in construction costs. The scope of original construction was therefore streamlined to the church itself, but the design character did not change. Like the Community Church, which we'll visit on an upcoming stop, and the foundations and chimneys of the town's houses, the masons erecting St. Peter's used local boulder stones and pudding stones, ensuring the building fit well with the Arts and Crafts style of the town.

Money would remain in short supply long after St. Peter's threw open its doors. The choir loft had to come later. Pews, even lighting fixtures, were added one by one as money became available. The church's women's service group, originally known as the Guild for Service, worked tirelessly to raise money for their fledgling house of worship. In 1926, they raised \$2,000, a lot of money in those days. For many years, the St. Peter's Christmas bazaar fundraiser was a town institution. At one fundraiser, called a Handkerchief Social, 85 hand-embroidered handkerchiefs were displayed and offered for sale.

The stained glass windows came slowly. By World War II, only three had replaced the wire-mesh, opaque milk-glass windows that were supposed to be temporary. Most of the rest of the stained glass windows were installed between 1948 and 1953, as one by one, church members memorialized family members and friends. Thus does a bit of the town shine on: Marie Hadden, a beloved Sunday school teacher, is remembered in a window depicting Christ blessing the children; Elizabeth Merriam, an accomplished gardener, is honored in the window Consider the Lilies How They Grow. By the 1970s, only the only big window at the rear of the nave remained opaque.

By chance, or was it providence, that someone poking around inside one of the church's window seats came across the original line drawings for the majestic nave window. Apparently

commissioned by St. Peter's second rector, the design had been executed by a noted English stained glass designer. Such a pedigreed design called for an equally talented craftsman. St. Peter's got exactly that when it hired Gordon Henderson of Towaco, a craftsman whose family business dated to the 1870s. Henderson tapped a cache of 80-to-100-year-old hand-blown glass he'd been saving and threw his heart and soul into the project. The window was dedicated on Easter Sunday 1978. Said Henderson upon its completion: "The window at St. Peter's is my most satisfying work. It's part of my life—probably the greatest creation I've ever done or will do." Fittingly, both Henderson's son and daughter were married in the glow of the window.

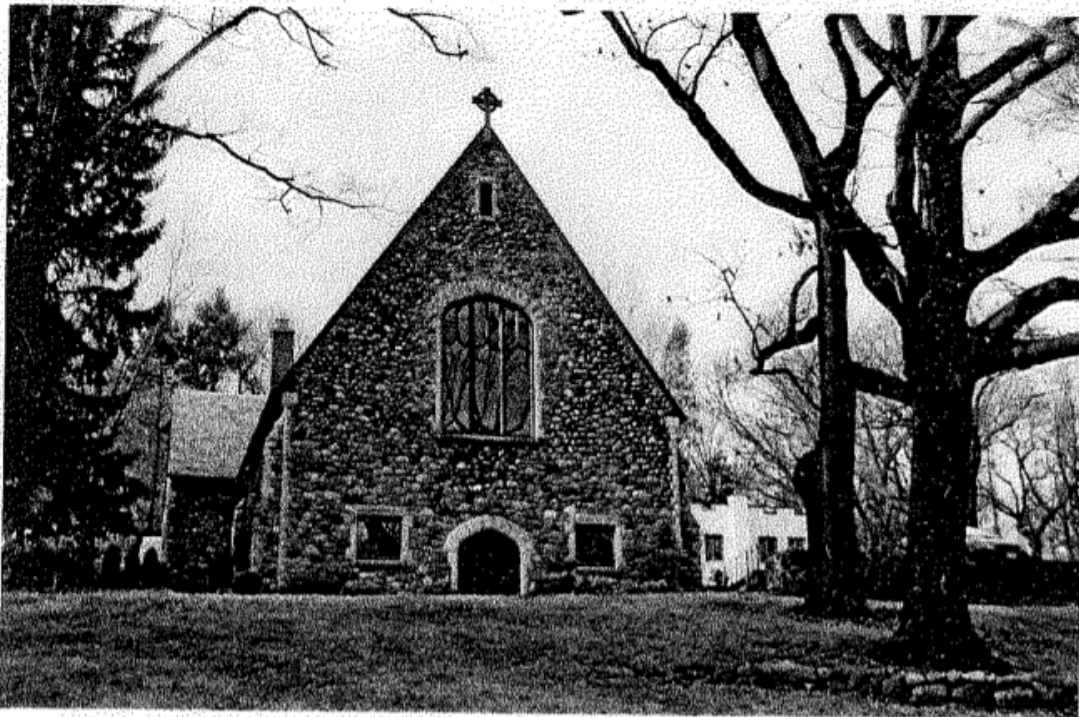
Photos:







Photo from Historic District Application:



Historic Photo – St. Peter’s Church



Historic Photo – St. Peter’s Church 1934



Mountain Lakes Club

- (6) The Mountain Lakes Club, which is located at 18 Lake Drive (Block 100, Lot 1 on the Borough Tax Map).

Basis for designation:

The Mountain Lakes Club is one of a small number of buildings in Mountain Lakes that are identified as “contributing buildings” in the Mountain Lakes Historic District but are not single-family residences.⁶ The Mountain Lakes Club satisfies the same National Register Criterion that provide the basis for listing the Mountain Lakes Historic District in the National Register of Historic Places – namely, National Register Criterion A (Property is associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction) in the areas of community planning and development, landscape design and architecture. Because of the unique role it has played as a social center since the early days of Borough, the Mountain Lakes Club also satisfies the following criteria in the draft historic landmark ordinance: (1) “Character, interest, or value as part of the development, heritage or cultural characteristics of the Borough”; and (7) “Unique location or singular physical characteristics that make a district or landmark an established or familiar visual feature.”

Description from 2005 Mountain Lakes Historic District Application:

Section 7, page 112 --

449	18 Lake Drive (Block 100, Lot 1)	Hapgood
1931	Contributing building	Photo 3
	Mountain Lakes Club - Craftsman Revival style clubhouse; stucco with cement plaster foundation; 2 1/2 stories; hip roofs; entry porch has tapered stucco piers on stone base supporting second floor roof deck with wood railing; 2 chimneys, one brick, one stone; multi-pane casements with transoms and one large arched transom windows. Original club opened in 1914, burned down on New Year's Eve 1928 and was re-built and re-opened in 1931. There have been multiple renovations since 1931.	

Description from HPC Walking Tour:

You actually couldn't stand here, near the Mountain Lakes Club, in the late afternoon on New Year's Eve in 1928, not unless you were a Mountain Lakes volunteer firefighter, soon to be joined by reinforcements from Boonton, battling the most spectacular blaze in town history. Residents stood mesmerized as one of the borough's signature buildings disappeared before their eyes. "It was one heck of a fire," recalled Tim Delchamps, who as a youngster, lived nearby.

Believed sparked by an electrical short circuit, the blaze shot quickly through the roof of the Mountain Lakes Club and brightened the darkening sky with an eerie orange glow. According to the story in The Mountain Lakes News, "The fire illuminated the countryside for miles and threw its reflections on the ice of the big lake." Though much of the furniture was saved, the building lay in ruins when the sun rose on New Year's Day. The loss was hard felt, for by then, the Mountain Lakes Club had become a fixture in town—one more piece of Herbert Hapgood's growing

⁶ From Section 7, page 16, of the 2005 Mountain Lakes Historic District Application: "With the exception of community-based buildings that consist of two churches, a fraternal hall, a clubhouse, a railroad station (now a restaurant), two schools and a small block of stores, all the contributing buildings of the proposed Mountain Lakes Historic District are single-family residences."

Mountain Lakes Residential Park. Indeed, a photo of the original Mountain Lakes Club, showing a clipped gable-roofed building featuring Tudor-like timber beams, occupies the front cover of the 1920 promotional brochure Haggood used to attract buyers to his expanding community.

Incorporated on March 27, 1914, the club's initial members gathered four months later on July 4th for the first of many Independence Day celebrations by the lake, with construction underway. The building, which opened September 1st of that same year, was to be "of pleasing architecture, with stucco first floor and addition and shingle second floor. The ample grounds will be tastefully laid out and tennis courts and croquet courts provided. An open terrace on the Boulevard side of the building will provide seating for spectators of the games." Indoor recreation included two bowling alleys and billiards tables. Above the mantle atop the brick fireplace in the billiards room hung a display of swords, indicative of the masculine feel of the club. For although wives and children were welcome, the Mountain Lakes Club began with only male members, who initially paid an initiation fee of \$5. Annual dues were soon established at \$20 for active members with voting rights, who had to reside in the town -- and \$10 for non-voting associate members and junior members. Associate memberships went to non-residents and junior members to young men between the ages of 16 and 21. A year after its founding, club membership had reached 202: 132 active members; 69 associate members, and 1 junior member.

The Club quickly became an important recreational and social gathering place, blessed with 175 feet of shoreline and a picturesque view of Mountain Lake straight down to the Cove. In winter, the lake bore ice skaters and for a time, even ice boats skimmed across its frozen surface; in summertime, members could watch canoes outfitted with sails cut through the water. The Fourth of July has traditionally meant a big celebration. In the early days of the Mountain Lakes Club, young children dressed in patriotic costumes. Their older siblings participated in such annual events as the greased watermelon grab in the lake and canoe tilts, the latter a series of aquatic jousting matches recalled by longtime club member Nathaniel "Buz" Bedford:

"You'd have one man paddling in the back of the canoe and you'd have a man standing up in the front with a bamboo pole with a 16-ounce boxing glove on the end. When you hit him with the glove and knocked him in the water, you won that match." Bedford doesn't recall anyone ever getting hurt, but fearing injuries, town fathers put an end to the canoe tilts.

Bowling, however, remains as popular as ever. Men's leagues fill the four alleys on Wednesday and Thursday evenings. Women play Tuesday nights and Thursday mornings. For many years, automatic pin spotting equipment has sped up the competition, but old-timers like Bedford, who is honored with a 50 years of bowling plaque near one of the alleys, recalls the days when a pin spotter manually tended the alleys.

Time also was, members rolled up their sleeves and did the necessary maintenance and capital improvement work themselves—brushing on a fresh coat of paint, even tackling bigger projects, like putting in the swimming pool in the sixties.

Before St. Catherine's Church was built, the Club for a time permitted local Catholics to hold mass in their building, until the number of worshippers grew too large. Recalls Pete Haas: "We came to the Mountain Lakes Club and they were very gracious to let us have Sunday mass. Then they said: 'Gee you can't use the club any more. It's too many people.' Easy parking. Great view. What a place to have mass."

From 2004 to 2006 the Mountain Lakes Club underwent a multi-million dollar renovation, which remade the upstairs dining rooms, the downstairs lobby and bar, and added the Mission-style entrance you see here. Today, the Club membership runs to some 380 families, about one-fourth from other towns, as far as Randolph and Pine Brook. And yes, annual dues are now a good bit more than \$20 per year.

Photos:





Photo from Historic District Application

View from Island Beach toward Lake Drive School on left and Mountain Lakes Club on right



Historic Photo – View of Mountain Lakes Club



Midvale Stores Buildings (The Market)

- (7) The Midvale Stores Buildings (The Market), which are located at 44-50 Midvale Road (Block 106, Lots 6, 8 and 9 on the Borough Tax Map).

Basis for designation:

The Midvale Stores Buildings are part of a small number of buildings in Mountain Lakes that are identified as “contributing buildings” in the Mountain Lakes Historic District but are not single-family residences.⁷ The Midvale Stores Buildings satisfy the same National Register Criterion that provide the basis for listing the Mountain Lakes Historic District in the National Register of Historic Places – namely, National Register Criterion A (Property is associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction) in the areas of community planning and development, landscape design and architecture. As a building that was constructed by Mountain Lakes developer Herbert Hapgood, the Midvale Stores Buildings also satisfy the following criteria in the draft historic landmark ordinance: (1) “Character, interest, or value as part of the development, heritage or cultural characteristics of the Borough”; (5) “Identification with the work of a builder, designer, artist, architect or landscape architect whose work has influenced the development of the Borough”; and (7) “Unique location or singular physical characteristics that make a district or landmark an established or familiar visual feature.”

Description from 2005 Mountain Lakes Historic District Application:

Section 7, page 154 --

651 44 Midvale Road (Block 106, Lot 6)	Hapgood
ca. 1913 Contributing building	Photo 19
The Market - Craftsman Tudor Revival mixed use building, shops below and apartments above; 6 bays, 2 1/2 stories; stucco with 1/2 timbering with stone foundation; gable roof, gable dormers; façade presents two projecting gable bays on second floor; no porch; diamond-paned double hung windows on upper floors with fixed paned storefront below. Built originally as stores and has continuously served as stores. This building was originally wider on the left; the entire left (where 60 Midvale stands) was burned down in 1939 and rebuilt. Addresses 46, 48 and 50 Midvale Road are all parts of one building. These include Block 106, lots 6, 8, and 9.	
ca. 1913 Contributing building	
Tudor Revival Craftsman style commercial storage building; 2 bays, 1 1/2 stories; gable roof, gable dormers; two garage doors provide entry; double hung windows with diamond panes in the upper sash only. Originally built as a garage for Market building. Known by the Post Office as 44 Midvale, although fronts on Baldwin Lane.	

Description from HPC Walking Tour:

Unlike most early 20th century developers, Herbert Hapgood realized the importance to a community of having its own commercial center, and here, adjacent to the railroad station in

⁷ From Section 7, page 16, of the 2005 Mountain Lakes Historic District Application: “With the exception of community-based buildings that consist of two churches, a fraternal hall, a clubhouse, a railroad station (now a restaurant), two schools and a small block of stores, all the contributing buildings of the proposed Mountain Lakes Historic District are single-family residences.”

1913, he built a series of buildings to serve that purpose. The structure you see at 44-50 Midvale Road originally extended twice as far downhill.

This is a Craftsman Tudor Revival building, mixing Tudor and Craftsman style features, as was characteristic of Hapgood's residential construction. The building has imitation hand timbering in its upper half, common to Tudor-style architecture. But unlike standard Tudor, which featured a steeper roof pitch, far less of an overhang on the eaves of the structure and the dormers, and a slate roof, the roof pitches of this building echo Hapgood's houses, and the building originally had a cedar shake roof. The first floor of the building was built for commercial uses, while the upper floors were designed to serve as apartments.

On March 20, 1913, Joseph Yaccarino, a 38-year old Italian immigrant with a wife and 5 children, then between the ages of 6 and 13, started a grocery store called J. Yaccarino & Sons, in the space currently occupied by the Mountain Lakes Market. Yaccarino's, as residents called it, was operated by the family for nearly a half century and was firmly embedded in the memories of every schoolchild who grew up in Mountain Lakes during that time. The Yaccarinos soon purchased the house up the hill and to the right on Midvale Avenue, number 19, where they raised their family and enjoyed a commute that was the envy of the town. The store advertised "Fancy Groceries, Teas, Coffees and Spices, Butter, Cheese and Eggs, Fruits and Vegetables." After Prohibition, advertisements also mentioned "Excellent Imported and Domestic Wines & Liquors."

These buildings also served a variety of public uses early on. During the 1913-1914 school year, before the public school building on Lake Drive was built, the uphill end of the Midvale Stores building (now occupied by The Salon) was leased for use as the public school. The Community Church of Mountain Lakes held church services here from 1913 until the church building was completed in late 1914. And in 1930, the public library moved into this building and stayed here six years.

Over its lifespan, a number of businesses joined Yaccarino's on this site. By 1939, the building contained the Mountain Lakes Drug Store (owned by Dr. Charles Blair), The Mountain Lakes Luncheonette, owned by Oscar Rhodes, a doctor's office, Pissarra's Tailor Shop, and a real estate office.

At a Borough Council meeting in January 1939, after the annual report of the fire chief was received, Council President Michael Hickey sounded an alarm, branding the Midvale store block "the worst fire hazard in Mountain Lakes." Noting a lack of fire escapes, Hickey stressed that "something should be done immediately before loss of life results from a fire, which, if it ever got started, would mushroom through the entire block."

Sadly, his words proved prophetic. The very next month, on February 23, 1939, Hickey's worst fears came true. At about 1:30 in the morning, a fire started in the second floor apartment that was then nearest the railroad, which was rented to an unemployed salesman named Harold Bard and his family. According to the official report, the cause was likely a defective lamp chord, or possibly a cigarette. The blaze tore through the downhill half of the structure, destroying most of it beyond repair. But the bigger toll was loss of life. Hours later, after the fire had been subdued and the smoke had cleared, firemen discovered Bard and his wife dead from what was described as "suffocation." Fortunately, their 12-year-old daughter Joan was away visiting grandparents in New York City during a school vacation. The severely damaged stretch of the Midvale shops was soon razed and the ground stood vacant until the 1960s, when the commercial buildings you see today went up, with no attempt to integrate them with their historic predecessors.

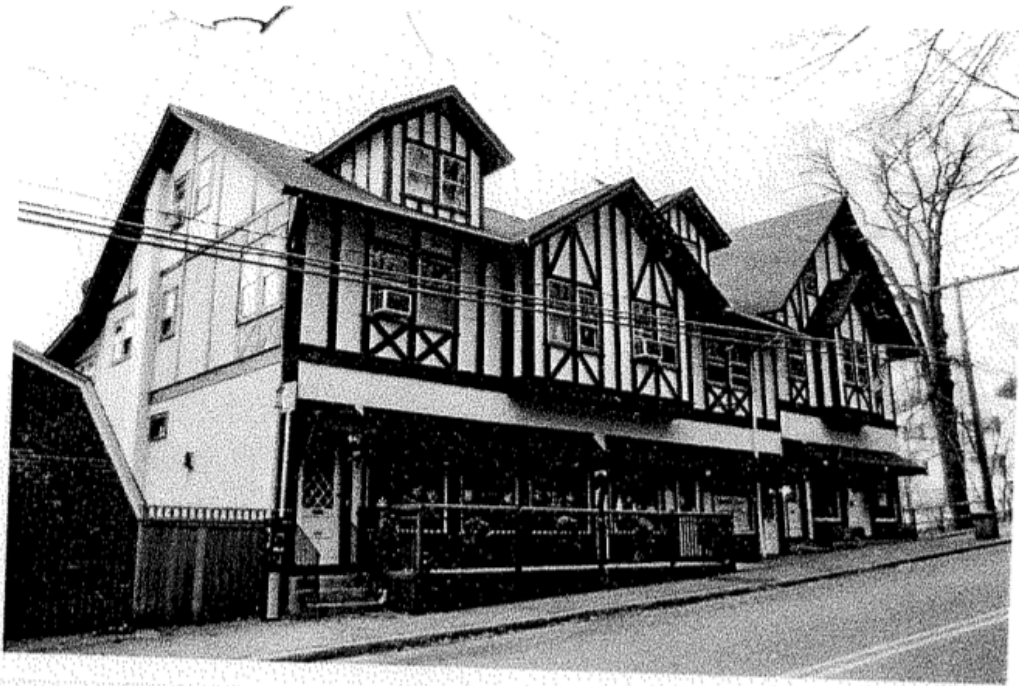
Photos:







Photo from Historic District Application:



19

Historic Photo – Midvale Stores in 1915



REPRINTS AT MTLAKES.ORG/HISTORICAL-PICTURES/



HISTORIC
PRESERVATION
COMMITTEE
of Mountain Lakes

Masonic Lodge Building

- (8) The Masonic Lodge Building, which is located at 280 Boulevard (Block 100, Lot 31.02 on the Borough Tax Map).

Basis for designation:

The Masonic Lodge Building is one of a small number of buildings in Mountain Lakes that are identified as “contributing buildings” in the Mountain Lakes Historic District but are not single-family residences.⁸ The Masonic Lodge Building satisfies the same National Register Criterion that provide the basis for listing the Mountain Lakes Historic District in the National Register of Historic Places – namely, National Register Criterion A (Property is associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction) in the areas of community planning and development, landscape design and architecture. As a building that was constructed by the Belhall Company, successor to Herbert Hapgood’s Mountain Lakes Incorporated, the Masonic Lodge Building also satisfies the following criteria in the draft historic landmark ordinance: (1) “Character, interest, or value as part of the development, heritage or cultural characteristics of the Borough”; (5) “Identification with the work of a builder, designer, artist, architect or landscape architect whose work has influenced the development of the Borough”; and (7) “Unique location or singular physical characteristics that make a district or landmark an established or familiar visual feature.”

Description from 2005 Mountain Lakes Historic District Application:

Section 7, page 52 --

131	280 Boulevard (Block 100, Lot 31.02)	Belhall
1924	Contributing building	Photo 4
	Masonic Lodge; Tudor Revival style, stucco with stone foundation, one bay on street façade with large arched window, 1 1/2 stories; gable roof; pilasters of stucco on left (entry) side; recessed entry porch on left side added 2003 with hip roof, 1/2 timbering on portion of left side, 1/1 double hung windows typical.	

⁸ From Section 7, page 16, of the 2005 Mountain Lakes Historic District Application: “With the exception of community-based buildings that consist of two churches, a fraternal hall, a clubhouse, a railroad station (now a restaurant), two schools and a small block of stores, all the contributing buildings of the proposed Mountain Lakes Historic District are single-family residences.”

Photos:







Historic Photo – Masonic Temple 1939



Grimes House

- (9) The Grimes House, which is located at 4 Craven Road (Block 118, Lot 4.01 on the Borough Tax Map).

Basis for designation:

The Grimes House is not located within the Mountain Lakes Historic District. However, it was entered into the National Register of Historic Sites on April 4, 1977. The application for the listing of the Grimes House in the National Register of Historic Sites can be found at: <https://npgallery.nps.gov/AssetDetail/e9da33bf-1171-4079-92cb-e91517a2b700>.

Description:

The following are excerpts from an extensive description of the Grimes House located on the Borough of Mountain Lakes Website at <https://mtnlakes.org/about-mountain-lakes/historical-essays/grimes-household/>

This house, which was entered into the National Register of Historic Sites on April 4, 1977, was constructed in the late 18th century, and was home to the Grimes family, a Quaker family active in the New Jersey antislavery movement. Dr. John Grimes (1802-1875), the most noted and vociferous antislavery advocate in the family, was born in this house and lived here until 1828 when he moved to nearby Passaic County to practice medicine. In 1832, he moved back to the homestead in Morris County and subsequently relocated to the neighboring community of Boonton. New Jersey's citizens were divided over the issue of slavery. Many people in New Jersey were sympathetic to the southern slave owners who had economic as well as social ties to the state. This faction was challenged by another group, largely comprised of Quakers like the Grimes family, who publicly opposed slavery. Once arrested for harboring a runaway slave, Dr. Grimes was repeatedly harassed by supporters of slavery while living at this house and later at his home in Boonton. Dr. Grimes' participation in the Underground Railroad is substantiated in his 1875 obituary in the newspaper Jerseyman, that stated, "In the earlier days, his father's house, Mr. Jonathan Grimes of Parsippany (Mt. Lakes today), was a prominent station on the celebrated Underground Railroad. In later days it was transferred to his own home in Boonton through which many a poor runaway has been helped on his way to Canada. They came to him from Baxter Sayre, Esq. of Madison (long since dead) he forwarding them in the night to Newfoundland, the next station."

In the late 1970's, the land on which the William H. Grimes house stood was acquired as a site for a new office building. The new owners offered to give the old house away provided it would be removed without expense to the donor. During a campaign to save the Grimes House, it was placed on the National Register of Historic Places, largely on its significance as a station on the Underground [Railroad]. The Mountain Lakes Historical Society arranged for the moving of the house to a new site at 4 Craven Road.

The Grimes House is currently subject to a conservation easement in favor of the Mountain Lakes Historical Society (a predecessor to the HPC). Providing local historic landmark protection would be consistent with, and assist in enforcement of, the restrictions in that easement.

Photos:





Entrance Gateways

- (10) The gateways at the entrance to the Borough at the Boonton Township border on the Boulevard at Fanny Road (Block 62, Lot 20.01 on the Borough Tax Map), and at 84 and 85 Crane Road (Block 6, Lot 6 and Block 115, Lot 20.01 on the Borough Tax Map).

Basis for designation:

The gateway at the entrance to the Borough at the Boonton Township border on the Boulevard is identified as a “contributing site” in the Mountain Lakes Historic District. Although not separately listed as a “contributing site” in the 2005 Mountain Lakes Historic District Application, the gateway at the entrance to the Borough at Crane Road (before the Boulevard Extension was added between Pocono Road and what is now Route 46) was designed and built in the same style and intended as a matching set to those located on the Boulevard. These distinctive gateways have welcomed visitors to the Borough for nearly 90 years. The following is a description of the origin of the gateways contained in the centennial history, Mountain Lakes 1911–2011: One Hundred Years of Community, by Patricia Reid Herold, at page 103:

As if to announce a new, improved Mountain Lakes, in 1930, the Belhall Company had paid for and built prominent, arched stone gateways to frame the town’s entrances.

“Two new massive stone gateways have been erected as part of the borough’s beautification program, the cost of these markers being defrayed by the Belhall Company. Located at the original entrances to Mountain Lakes, one on Crane Road; the other at the Boonton Road entrance, these gateways will bear bronze tablets with the community name, and will be illuminated by artistic lanterns supported by wrought iron standards,” announced the *Mountain Lakes News*.

Photos of portions of both gateways were included in the 2005 Mountain Lakes Historic District Application and are shown on the following page. The gateways satisfy the same National Register Criterion that provide the basis for listing the Mountain Lakes Historic District in the National Register of Historic Places – namely, National Register Criterion A (Property is associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction) in the areas of community planning and development, landscape design and architecture. As sites that were constructed by the Belhall Company, successor to Herbert Hapgood’s Mountain Lakes Incorporated, the gateways also satisfy the following criteria in the draft historic landmark ordinance: (1) “Character, interest, or value as part of the development, heritage or cultural characteristics of the Borough”; (5) “Identification with the work of a builder, designer, artist, architect or landscape architect whose work has influenced the development of the Borough”; and (7) “Unique location or singular physical characteristics that make a district or landmark an established or familiar visual feature.”

Description from 2005 Mountain Lakes Historic District Application:

Section 7, page 219 [Description of Boulevard entrance gateway] --

No.	Block, Lot	Name of Parcel (location)	
L17	62,20.01	Wooded land (Boulevard) Contains stucco, stone and brick pier Photo no. 8	Contributing site

Section 7, page 15 [Description of Boulevard entrance gateway] --

Marking the end or entrance of Mountain Lakes at Fanny Road are two sets of square pillars flanking each side of the road (see photo 8). The largest pillar is on the east and is 15 feet high. It is attached to a wall that curves down and around the corner to meet a pillar that is 7-½ feet high. The pillars have 3-½ foot sides. The pillar on the west is 12 feet high. Both are 3 ½ feet square, have cement caps, and are composed of a combination of a boulderstone framing a stucco inset in which randomly placed bricks have been set. Each has the same style light fixture installed at the top, a globe set inside a wrought iron decorative cage that has a metal cone cap.

Photos:

Entrance Gateway at the Boulevard





Entrance Gateway at Crane Road







Photos from Historic District Application:

Entrance Gateway at the Boulevard and Fanny Road



Entrance Gateway at Crane Road



The Esplanade

- (11) The Esplanade, which is located on Romaine Road across from the Station (identified as “Esplanade” and located between Blocks 98 and 99 on the Borough Tax Map).

Basis for designation:

The Esplanade is identified as a “contributing site” in the Mountain Lakes Historic District. It was constructed early in the Borough’s history by Herbert Hapgood’s Mountain Lakes Incorporated, and welcomed all visitors arriving at the train station from New York City to the new community. The Esplanade satisfies the same National Register Criterion that provide the basis for listing the Mountain Lakes Historic District in the National Register of Historic Places – namely, National Register Criterion A (Property is associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction) in the areas of community planning and development, landscape design and architecture. As a site that was constructed by Herbert Hapgood’s Mountain Lakes Incorporated, the Esplanade also satisfies the following criteria in the draft historic landmark ordinance: (1) “Character, interest, or value as part of the development, heritage or cultural characteristics of the Borough”; (5) “Identification with the work of a builder, designer, artist, architect or landscape architect whose work has influenced the development of the Borough”; and (7) “Unique location or singular physical characteristics that make a district or landmark an established or familiar visual feature.”

Description from 2005 Mountain Lakes Historic District Application:

Section 7, page 221 [Description of Open Spaces] --

No.	Block, Lot	Name of Parcel (location)	
L93	none	Esplanade - Parkland. (Esplanade) This park is across from the train station, and was designed to welcome New York City visitors with a welcome reference to Central Park. It contains an open grassy area and a surrounding pergola, composed of stone piers with wood trellis attaching the piers. It was originally built ca.1912, and renovated ca. 2000. From the station three sets of stone stairs lead to the Esplanade. Photo no. 11, 12. and H5	Contributing site

Section 8, page 3 --

The Railroad Station

was built in 1912 and Hapgood and Van Duynes designed an adjacent park that became known as “The Esplanade.” Railroad companies customarily built public parks around suburban train stations that were under the jurisdiction and care of stationmasters; in this case the park was conceived and implemented by the developer/builder. Former New York City residents living in Mountain Lakes may have seen the Esplanade as a reminder of Central Park. The completion of the Mountain Lakes Railroad Station encouraged settlement, and by the end of 1912 approximately two hundred Hapgood homes had been built and occupied.

Description from HPC Walking Tour (from the stop for The Station):

Now, if you turn around, you will see what passengers first saw back in the early 20th century, when they exited the train at Mountain Lakes: The Esplanade. This pergola-framed setting, intended to evoke Central Park, is where Hapgood parked carriages to meet prospective homebuyers. It is the hope of the Garden Club of Mountain Lakes to continue the ongoing restoration of The Esplanade in time for the town's Centennial celebration in 2011.

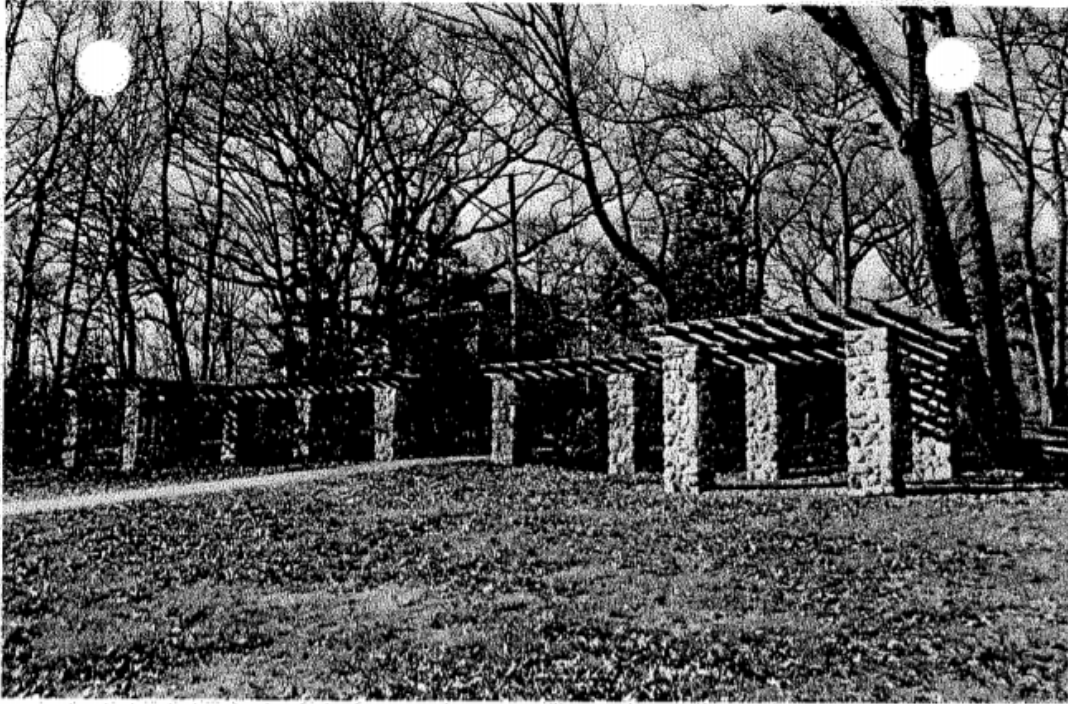
Photos:





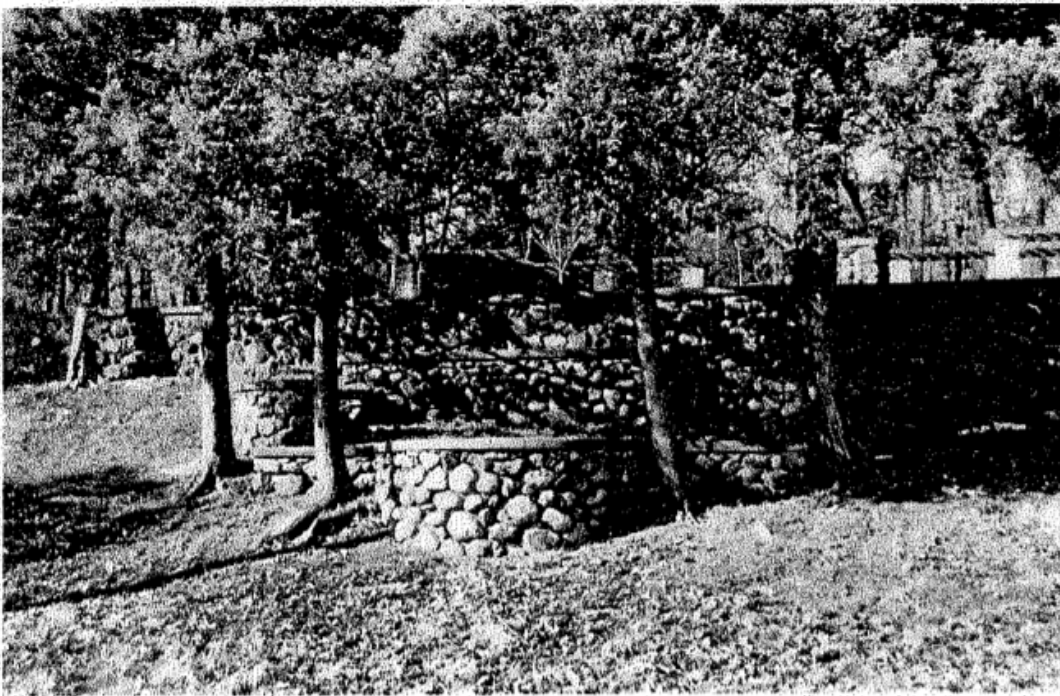
Photos from Historic District Application:

Esplanade arbor



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Esplanade stone walls

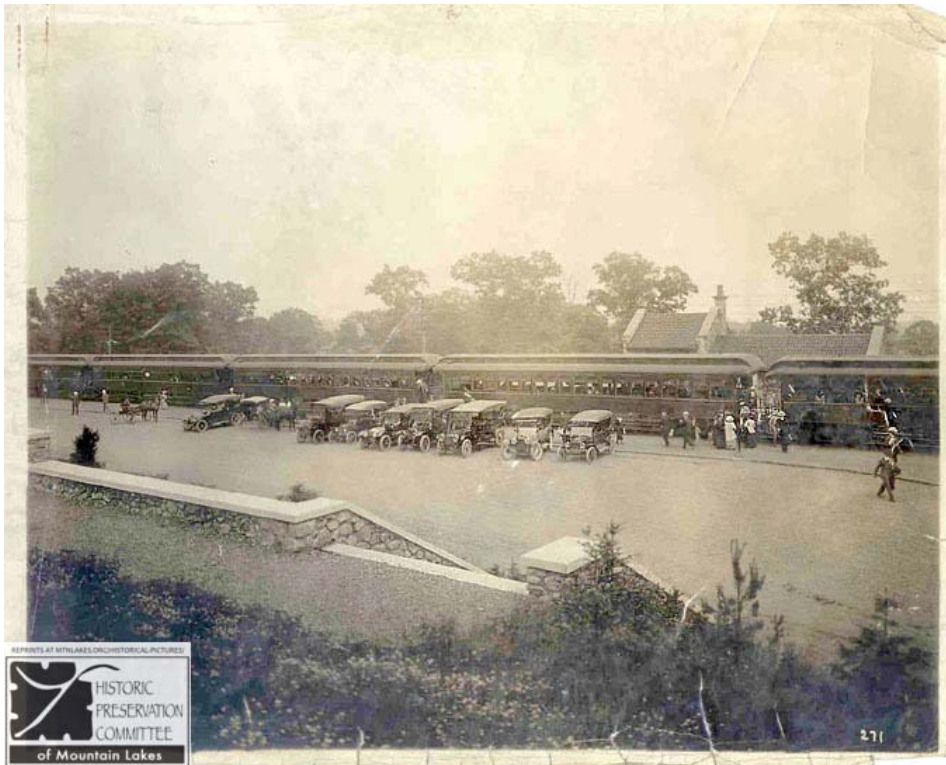


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Historic Photo (with train station; detail on following page):



Train Station Parking Lot – View from the Esplanade



Esplanade



Esplanade Sign

