



“AN INCORPORATION OF THE ADVENTURERS”

A History of the Society for Establishing Useful Manufactures,
Paterson “Silk City” and its People, and the Great Falls of the Passaic River

EDITH B. WALLACE, M.A.



HISTORIC RESOURCE STUDY

PRESENTED TO THE PATERSON GREAT FALLS NATIONAL HISTORICAL PARK

IN PARTNERSHIP WITH THE ORGANIZATION OF AMERICAN HISTORIANS/
NATIONAL PARK SERVICE

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NORTHEAST REGION HISTORY PROGRAM

NATIONAL PARK SERVICE

U.S. DEPARTMENT OF THE INTERIOR

DECEMBER 2019

*Cover Illustration: Thomas Whitley, oil painting of the Nail Factory, circa 1835.
Passaic County Historical Society.*

**“AN INCORPORATION OF THE ADVENTURERS”:
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Edith B. Wallace, M.A.

Presented to Paterson Great Falls National Historical Park
In Partnership with
the Organization of American Historians/National Park Service
Northeast Region History Program

December 2019

Recommended by:



May 12, 2020

Shaun Eyring, Chief, Cultural Resources Division, Northeast Region

Date

Recommended by:



May 12, 2020

Darren Boch, Superintendent, Paterson Great Falls National Historical Park

Date

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APPENDIX A

S.U.M. Prospectus and Charter

“Prospectus of the Society for Establishing Useful Manufactures, [August 1791],” *Founders Online, National Archives*, accessed September 29, 2019, <https://founders.archives.gov/documents/Hamilton/01-09-02-0114>. [Original source: *The Papers of Alexander Hamilton*, vol. 9, August 1791–December 1791, ed. Harold C. Syrett. New York: Columbia University Press, 1965, pp. 144–153.]

Prospectus of the Society for Establishing Useful Manufactures

[Philadelphia, August, 1791]

The establishment of Manufactures in the United States when maturely considered will be found to be of the highest importance to their prosperity. It is an almost self evident proposition that that community which can most completely supply its own wants is in a state of the highest political perfection. And both theory and experience conspire to prove that a nation (unless from a very peculiar coincidence of circumstances) cannot possess much *active* wealth but as the result of extensive manufactures.

While also it is manifest that the interest of the community is deeply concerned in the progress of this species of Industry, there is as little room to doubt that the interest of individuals may equally be promoted by the pursuit of it. What is there to hinder the profitable prosecution of manufactures in this Country, when it is notorious, that, independent of impositions for the benefit of the revenue and for the encouragement of domestic enterprise—the natural commercial charges of the greater part of those which are brought from Europe amount to from fifteen to thirty per Cent—and when it is equally notorious that provisions and various kinds of raw materials are even cheaper here than in the Country from which our principal supplies come?

The dearness of labour and the want of Capital are the two great objections to the success of manufactures in the United States.

The first objection ceases to be formidable when it is recollected how prodigiously the proportion of manual labour in a variety of manufactures has been decreased by the late improvements in the construction and application of Machines—and when it is also considered to what an extent women and even children in the populous parts of the

Country may be rendered auxiliary to undertakings of this nature. It is also to be taken into calculation that emigrants may be engaged on reasonable terms in countries where labour is cheap, and brought over to the United States.

The last objection disappears in the eye of those who are aware how much may be done by a proper application of the public Debt. Here is the resource which has been hitherto wanted. And while a direction of it to this object may be made a mean of public prosperity and an instrument of profit to adventurers in the enterprise, it, at the same time, affords a prospect of an enhancement of the value of the debt; by giving it a new and additional employment and utility.

It is evident that various fabrics, under every supposed disadvantage, are in a very promising train. And that the success has not been still more considerable may be traced to very obvious causes.

Scarcely any has been undertaken upon a scale sufficiently extensive or with a due degree of system. To insure success it is desirable to be able to enter into competition with foreign fabrics in three particulars—quality, price, term of credit. To the first, workmen of equal skill is an essential ingredient. The means employed have not generally been adequate to the purpose of procuring them from abroad and those who have been procureable at home have for the most part been of an inferior class. To cheapness of price, a capital equal to the purpose of making all necessary advances, and procuring materials on the best terms is an indispensable requisite—and to the giving of Credit a Capital capable of affording a surplus beyond what is required for carrying on the business is not less indispensable. But most undertakings hitherto have been bottomed on very slender resources.

To remedy this defect an association of the Capitals of a number of Individuals is an obvious expedient—and the species of Capital which consists of the public Stock is susceptible of dispositions which will render it adequate to the end. There is good reason to expect that as far as shall be found necessary money on reasonable terms may be procured abroad upon an hypothecation of the Stock. It is presumeable that public Banks would not refuse their aid in the same way to a solid institution of so great public utility. The pecuniary aid even of Government though not to be counted upon, ought not wholly to be despaired of. And when the Stock shall have attained its due value so that no loss will attend the sale all such aids may be dispensed with. The Stock may then be turned into specie without disadvantage whenever specie is called for.

But it is easy to see that upon a good Capital in Stock an effective Credit may be raised in various ways which will answer every purpose in specie, independent of the direct expedient of borrowing.

To effect the desired association an incorporation of the adventurers must be contemplated as a mean necessary to their security. This can doubtless be obtained. There is scarcely a state which could be insensible to the advantage of being the scene of such an

undertaking. But there are reasons which strongly recommend the state of New Jersey for the purpose. It is thickly populated—provisions are there abundant and cheap. The state having scarcely any external commerce and no waste lands to be peopled can feel the impulse of no supposed interest hostile to the advancement of manufactures. Its situation seems to insure a constant friendly disposition.

The great and preliminary desideratum then is to form a sufficient capital. This it is conceived, ought not to be less than Five hundred thousand Dollars. Towards forming this capital subscriptions ought immediately to be set on foot; upon this condition that no subscriber shall be bound to pay until an Act of Incorporation shall have been obtained—for which application may be made as soon as the sums subscribed shall amount to One hundred thousand Dollars.

As soon as it is evident that a proper Capital can be formed means ought to be taken to procure from Europe skilful workmen and such machines and implements as cannot be had here in sufficient perfection. To this the existing crisis of the affairs of certain parts of Europe appears to be particularly favourable. It will not be necessary that all the requisite workmen should be brought from thence. One in the nature of a *foreman* for each branch may in some branches suffice. In others it may be requisite to go further and have one for each subdivision. But numbers of workmen of secondary merit may be found in the United States; and others may be quickly formed.

It is conceived that there would be a moral certainty of success in manufactories of the following articles—

- 1st Paper and Pasteboard
- 2nd Paper hangings
- 3rd Sail cloth and other coarse linen cloths, such as sheetings, shirtings, diaper, oznaburgs &ca.
- 4th The printing of Cottons and linens; and as incident to this but on a smaller scale the manufacturing of the article to be printed.
- 5th Womens shoes of all kinds.
- 6th Thread, Cotton and Worsted Stockings.
- 7th Pottery and Earthen Ware.
- 8th Chip Hats
- 9th Ribbands & Tapes
- 10th Carpets
- 11th Blankets

12th Brass and Iron wire.

13th Thread and Fringes.

It will be unnecessary to enter into the details of the execution further than to observe that the employment of the labor-saving mills and machines is particularly contemplated.

In addition to the foregoing a brewery for the supply of the manufacturers, as a primary object, may be thought of.

When application shall be made for an act of Incorporation it ought to include a request that provision may be made for incorporating the Inhabitants of the district within a certain defined limit which shall be chosen by the Company as the principal seat of their factories and a further request that the Company may have permission to institute a lottery or lotteries in each year for the term of five years for a sum or sums not exceeding in one year One hundred thousand dollars. The State of Jersey if duly sensible of its interest in the measure will not refuse encouragements of this nature.

An incorporation of this sort will be of great importance to the police of the establishment. It may also be found eligible to vest a part of the funds of the Company in the purchase of ground on which to erect necessary buildings &c. A part of this ground divided into town lots may be afterwards a source of profit to the Company.

The lottery will answer two purposes. It will give a temporary command of Money and the profit arising from it will go towards indemnifying for first unproductive efforts.

The following scheme for the organisation of the Company will probably be an eligible one—

1. The Capital of the Company as before remarked to consist of Five hundred thousand dollars, to be divided into Five thousand Shares, each share being One hundred Dollars, [The Company nevertheless to be at liberty to extend their capital to one Million of Dollars.]

2. Any person Copartnership or body politic may subscribe for as many shares as he she or they may think fit. The sums subscribed to be payable—One half in the *funded* six per Cent Stock, or in three per Cent Stock at two dollars for one, and the other half in deferred Stock. The payments to be in four equal parts. The first at the time of subscription, the second in six months after, the third in six months after the second, and the fourth in six months after the third. Those who prefer paying in Specie to be permitted to do so, computing the funded six per Centum at par, and the deferred according to its present value at the time of payment discounting the interest thereupon during the suspension of payment at the rate of Six per Centum per annum.

3rd. The affairs of the Company to be under the management of thirteen Directors to be chosen annually on the first Monday of October in each year by plurality of suffrages of the Stockholders. The Directors by plurality of voices to choose from

among themselves a Governor and Deputy Governor.

4th. The number of votes to which each Stockholder shall be intitled, shall be in proportion to the number of shares he shall hold that is to say one vote for each share. But neither the United States nor any State which may beco(me) a Subscriber shall be entitled to more than One hundred votes. The United States or any State nevertheless, which may subscribe for not less than One hundred Shares may appoint a Commissioner who shall have a right at all times to inspect the proceedings of the Company and the state of its affairs but without any authority to controul. Every Subscriber may vote by Attorney duly constituted.

5th. There shall be a state meeting of the Directors on every first monday of January, April, July and October at the place which is the principal seat of the Manufactory. But the Governor for the time being or any three Directors may by writing under his or their hands, directed to the other Directors and left at their respective places of abode at least fourteen days prior to the day for Meeting, or by advertisement in one public Gazette printed in the State where the Corporation shall be established and in another public Gazette printed in the City of Philadelphia, and in another public Gazette printed in the City of New York for the space of thirty days prior to the time of Meeting convene a special meeting of Directors, for the purpose of transacting business of the company.

6th No Director shall receive any emolument unless the same shall have been allowed by the Stockholders at a General meeting. But the Directors may appoint such Officers and with such compensations as they shall think fit.

7th Not less than seven Directors, if the Governor or Deputy Governor be not one shall constitute a Board for the transaction of business. But if the Governor or Deputy Governor be one four shall suffice. In case it should at any time happen that there are two separate meetings of five or more Directors each, but both less than a majority of the whole, one having the Governor, and the other the Deputy Governor, that at which the Governor shall be present shall be the legal one.

8th. The Directors to have power to make all Bye-laws, rules and regulations requisite for conducting the affairs of the Company.

9th At every annual Meeting of the Stockholders for the purpose of choosing Directors the Directors shall lay before them a general state of the affairs of the Company exhibiting the amount of its Stock, Debts and Credits, the different kinds of Manufactures carried on, the number of persons employed in each and their respective compensations together with an account of profit and loss.

10th. [The persons not exceeding five in number who at any general meeting shall have next after the Directors chosen the highest number of votes for Directors shall by force thereof be a committee of Inspection and shall have a right of access to all the books of the Company and of examination into all its affairs, and shall at each succeeding meeting report all such authentic facts as shall come to their knowledge to the Stockholders for their information.] The Stockholders may [also] if they think fit at any general meeting appoint by plurality of suffrages any five of their number for the purpose of making such inquiries and investigations as they may think necessary.

11th. The Stockholders at a General meeting may annul or alter any of the Regulations established by the Directors and make such others as they may think necessary.

12th. Any Board of Directors or either of the Committees above-mentioned may at any time call a general meeting of Stockholders; giving thirty days previous notice thereof in three Gazettes, one published in the state in which the Factory shall be established another in the City of Philadelphia and another in the City of New York.

13th. Every Cashier or Treasurer of the Corporation shall before he enters upon the duties of his Office give Bond with one or more sureties to the satisfaction of the Directors for the faithful execution of his duty in a sum not less than Twenty thousand Dollars.

14th. So much of the Capital Stock of the Company as may consist of public Debts shall be placed on the Books of the Treasury of the United States in the name of the Corporation; and every Stockholder shall be entitled to a license under the Seal of the Corporation to inspect the account of the said Stock at his pleasure as far as may comport with the rules of the Treasury. This however shall not prevent the investment of the said Debt in Stock of the Bank of the United States, reserving to each Stockholder the like right of Inspection in relation to the Stock of the Company so invested.

15th There shall be a yearly dividend of [so much of] the profits of the Company [as the Directors shall think proper] for the first five years, and after that period a half yearly dividend.

16th The Stock of the Corporation shall be assignable and transferable according to such rules as shall be instituted in that behalf by its laws & Ordinances.

17th. The Corporation shall be at liberty to make and vend all such Articles as shall not be prohibited by law: Provided that it shall only trade in such articles as itself shall manufacture in whole or part or in such as shall be received in payment or exchange therefor. Provided nevertheless that this shall not prevent the investment of any sums paid in specie in Stock of the United States or in Bank Stock.

18. It shall be understood that a Majority of the Stockholders may at any time dissolve the Corporation; but this shall only be done at a general meeting which shall have been specially summoned for the purpose with public notice of the intent. And upon such dissolution the Directors for the time being shall be ipso facto trustees for settling all the affairs of the Corporation disposing of its effects paying its debts and dividing the surplus among the Stockholders in proportion to their respective interests in the Stock; [unless the Stockholders at a General Meeting previous to such dissolution shall have nominated other persons as trustees; in which case those persons shall be trustees for the purposes aforesaid.]

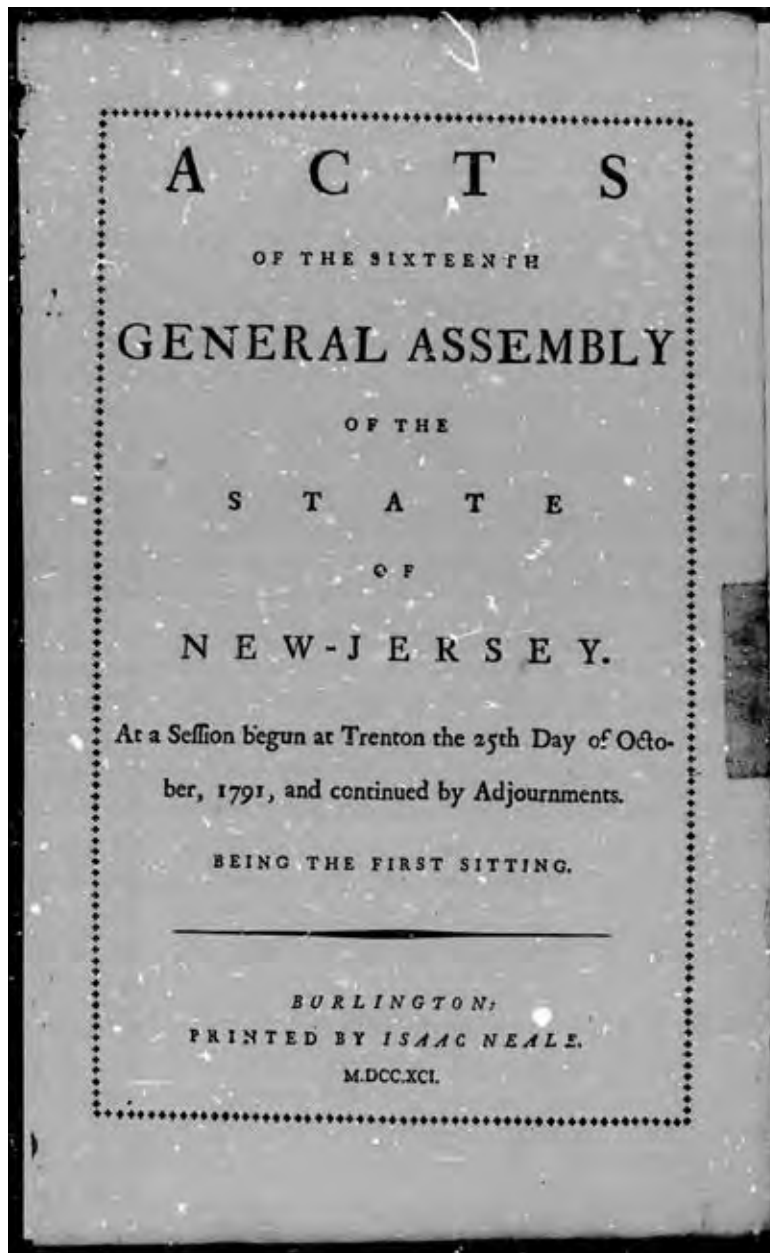
19. The Stock and other property of the Corporation to be exempt from Taxes.

The management of the Affairs of this Company will require that an Agent should be appointe(d) to Superintend all the different works and the disposition of the Articles manufactured in conformity to the general regulations of the Directors. This Agent ought to have such a compensation as will command the services of a man every way competent and trustworthy. Such a man may doubtless be found. It is not necessary that he should be a technical man in any of the branches of manufacture; but a man of information, thoroughly a man of business, of probity, and diligence and energy.

We the Subscribers for ourselves respectively and not one for the other and for our respective heirs, executors and administrators do severally covenant promise and agree to and with each other and with the heirs Executors and Administrators of each other that we will respectively contribute and pay in the manner and at the times specified in the plan hereunto annexed the respective sums against our respective names hereunder set for the purpose of establishing a company for carrying on the business of manufactures in one of the States of New York New Jersey and Pennsylvania (giving a preference to New Jersey if an incorporation can be obtained from the said State on advantageous terms) according to the general principles of the plan aforesaid, but subject to such alterations as shall be agreed upon at any time previous to the obtaining an Act of Incorporation either in the principles or details thereof by the major part of us whose names are hereunto subscribed, or in the details thereof only, as shall be thought fit by the major part of the persons hereinafter named. And we do hereby jointly and severally constitute and appoint one and each of our Attornies who or the major part of them or the major part of the survivors of them are hereby empowered as soon as the sum of One hundred thousand Dollars shall be subscribed hereto to make application on our behalf to either of the States aforesaid (giving such preference as aforesaid to the State of New Jersey) for an Act or Acts of Incorporation according to the principles of the plan aforesaid with such alterations in the details thereof as shall appear to them eligible, or with such alterations whatsoever, as shall be previously

agreed upon by us; And further to take such measures at our joint expense as shall appear to them necessary and proper for engaging workmen in the several branches of manufacture mentioned in the said plan.

In testimony whereof We have hereunto subscribed and set our hands and seals, the day of in the year of our Lord One thousand seven hundred and ninety One.



APPENDIX B

Selected Pierre Charles L'Enfant Documents

L'Enfant Aug1792 Plan Letter

(Doc. #183, Passaic Co. Historical Society)

Transcribed November 2019 by David H. Wallace

Town of Paterson August 19 1792

Gentlemen

In compliance to my engagement with your committee at their last meeting on the first Instant I have the Honor to present to you a sketch of my Ideas concerning the proposed Establishment of the town of Paterson.

Having attentively considered upon the various methods how to convey the water from above the great fall of the Passaic as might best empower the immediate exigency of the intended cotton manufactory as also to enable to the society the erection of other work—I conceive that carrying a canal across the mountain, in any of the tow way as has before been contemplated will in every respect be answerable changing however the direction first thought of and adopting a more safe methode of execution – as will here after be mentioned.

To draw the largest body of water possible to be obtained from the River and to carry the whole in security preserving the river level forming a reservory upon some situation from whence any quantity may be lead with the less possible expence were requisite this was I conceived of the utmost importance (however it may not be so very material for the cotton Business) considering that the Society being to promote the establishment of all kind of usfull manufactory the interest of the concerned is in this first beginning to secure a supply of water sufficient for every purpose and to do it in a manner as may admit an increase of machinery without occasion for new canals the expence and trouble of opening which might become inconvenient besides the hazard, by multiplying them, of draining the main stream of the River which although plainty, beyond what is wanted for the business of first trial, should nevertheless be secured entire and be used with the greatest caution and economie.

How to effect this, has been the subject of my meditation, and from the idea I have been able to form in the short space of time there is I have taken a knowledge of the position chosen for the Town and for the manufactory, being made fully satisfied of the great difficulties to encounter I can not esitate expressing my opinion that the accomplishment of the business will be impossible under a management as has been suggested and I will here observe upon the danger of adopting any of the schemes or proposals that have been made to engage in the work, especially in that of opening the canal

Upon examination of the locality of the extant over which that canal must be carried it will be found that the whole is but a mass of rocks tipped in broken pieces and in a manner Removed from their natural bed as if by a subtereany commotion, these rock are of the hardest nature, and in some part adherent to each other with a tenacity superior to every efforts to disunite them, they lay in other part loose and movable to a great dept, and all under the mountain ~~long~~ there are large cavity which it is of importance to observe may greatly endanger the canal to drain or to give way through, a circumstance inadverted in the scheme of carring a dam as had been proposed to be rised at G1 (see the map) intended to collect the water in the cove Xa for admitting that that dam would be possible to be made capable of supporting the large body of water of the dept of the cove would collect it is more than presumable that the water would notwithstanding escap by finding its way out across the hollows in the rocks bordering all round

Having considered this inconvenient and being not that any advantage can derive from forming a basson were the excessive perpendicular height of the rocks all round will make it and the other only passage of the canal to turn that canal directly from the gap to the notch D. in the manner as expressed by the yellow lines Xa.X. which will shew the extant of walling it would require.

The other way contemplated was also to cut a canal right across from A to B passing over the cove to N.—this I conceive would prove to be the safest in the execution as by this way will be avoided much of the doubtful ground I have observed above—and every thing considered I would advise the measure altering the position of the head of the canal from A to C to the end of ~~pointing~~ bringing it in a better direction with the curent of the river and to bring it much lower down toward the notch at D. ---- with respect to the manner of supporting the canal over and across the cove from B to D—what has been proposed is so contrary to the first principle of mechanism as to admit of no discution upon and I only recal it to mind, by way of introduction to a more safe methode and the only which I trust every man versed in the art of building would propose – I mean a proper acqueduct consisting of peers rised equidistant from each other and connected by arches carried through the whole breadth both of the canal that of the towing path and carriage way on each side—a methode much more secure than would be a solide wall ~~thought~~ considering the great breadth this wall would have at the top as also considering its hight, and the

proportion of its base, which would render it a mass of such monstrous size as would be impracticable to erect fairly with the wrough dry stone of the kind as that to be employed.

the large body of water to support and the consideration of the consequences of a total suspension of all the work at the manufactory can admit of no [?]ing] nor will it of of any experiment not established upon a siantifique calculation of all chances --- the walls as had been proposed would (owing to the constant pressure of the large body of water [beating?] them) have been thrown down at the first trial and so will every other massi wall be endan-gered as the smallest degradation however apparently trifling proceeding from a pressure from above may ruin the whole canal to a degree impossible to prevent or remedy --- an inconvenient avoided by by the construction of an acqueduct as may be evidenced by observ-ing on the maner of its construction by detached pears and arches easily to be repaired in case of accident and besides enabling the discovery of any dripping from the bottom of the canal which by issuing through an arch or an other will point out the place to repair

in changing the canal from A to C to bring it at D my object is to avail of the opening there to form a large bassoon or reservory from which the water may easily be distributed in due quantity by different sluices to supply the work were may be wanted, which will be effected by the tow capital [rales?] No 1 and No 2 the first leading to the coton manufactory is immediately intended and the other only proposed to be effected by succession of time as shall be found expedient -- they are bothe meant to preserve the same level of the River as far as the to reservorys --- at H and at K, which will facilitate a greater number of wheel to be set in motion by a same issue of water placing the mills one under the other all long as will admit the declivity of the ground -- from these reservorys to H K and from the tail race of the wooling mill will be formed three or four other main race or canal as at L,N,F Z of gradual fall.

As to in what manner the bed of water may be formed in all these canals mostly passing through rock as described and without gravel or clay near at hand to ceament them I cannot disguise the most delicate part of the business and the one doubtly which will require the most peine, demand the most attention, and must consume the more resources it being constant after the enquiry made of the nature of the montain that the pounding of stone beating them as has ben the methode will be first to shap with the stone the canal reservory &c &c giving them more breadth and more dept than necessary and afterward to carry in to it a sufficiency of clay and every material as might be made constant and are capable of seeling between the stones --- and in this manner bring the canal to a proper bredth which according to the plan I propose would be [33?] feet at the top and 7 feet at the bottom all the way from C to D making the reservory EE 100 waid and 10 deep --- the tow Race No 1 and No 2 should be each but one thierd the demention of the canal C-D

the shortness of the time I have had to take a knowledge of the situation --- to combine the system of conveying water as I propose --- and to satisfy myself of the practi-cability has left me to little leasure to consider about the plan of distribution for the town as

force me to confine to few general outline of the manner in which I conceive it most proper to have it laid out --- surrounded by high montains as is the tract the Society has at disposal I considered it as not material to observe a regular North & Sou and East & Wst direction for the streets a matter which I apprehend would rather be improper because it would end every street against the montain which would impede a free circulation of air the better to be secured by determining variously the direction of the principal streets as are marked upon the map were I have taken advantage of rising ground reserving the summit for the erection of some public building carrying the streets from thence according as the accidental opening may admit of prolonging them at a distance in measure of the town will enlarge --- or as arrangement may be made with the owner of the land whose property the prolongation of the street will increase in value

considering also of the opening of proper avenues through the internal part of the country would be of advantage to promote the settlement of the town I have caused a line of experiment to be drawn from Newark footing from the Bulls head tavern in a particular direction by which the Road from New Wark to the town will be made shorter above five miles --- I also propose bringing the roads from above the montain alog side of the canal making them by the aqueduct proposed subsequent to the double purpose of facilitating an entrance in the town that way avoiding the inconveniency of passing up & down the montain

a great object also for the Society should be to extend their purchase more down ward the river and up above the fall to become possessed of as much of the land on the other side of the River as will embrace the whole Fall

also it will be not lass important to the advancement of the work proposed to gain possession of the little Fall clearing the navigation of the river to there and erecting lock to bring boats from up above --- this I should imagine could be executed with but little expence and the advantage it would procure would fully compensate for it

the foregoing observations will I hope be considered as being influenced from a wish to promote in the best of my capacity the interest of the Society which I [presume?] will agree with me in the opinion that in work especially of the nature of the one intended real economie is to spare neither peine nor money to insure the success and the durability of the work

I have the honor to be
Gentlemen with respect your
most humble & obedt
servant

P E L'Enfant
to the director to the Manufactory Society

Paterson 19th August 1792
Communication from Major L'Enfant

L'Enfant August 1792 Plan as copied into the S.U.M. Directors' Minutes

*("Directors Minutes, S.U.M., Vol. 1, Part 1,"
60-66, S.U.M. Collection, Paterson Museum)*

Transcribed September 2019 by Edith B. Wallace

Major L'Enfant agreeably to the request of the committee, laid before the Board, the following Report, which was read.—to wit

Town of Paterson August 19th 1792.

Gentlemen!

In compliance to my engagement with your Committee at their last meeting on the first instant I have the honor to present to you a Sketch of my ideas concerning the proposed establishment of the Town of Paterson. —

Having attentively considered upon the various methods how to convey the water from above the great falls of the Passaic as might best answer the immediate exigency of the intended Cotton Manufactory as also to enable the Society the erection of other Works. I conceive that carrying on a Canal across the mountain in any of the two ways as had before been contemplated will in every respect be answerable, changing however the direction first thought of, and adopting a more safe method of execution, as will hereafter be mentioned.

To draw the largest body of water possible to be obtained from the River and to carry the whole in security Preserving the river level and forming a Reservoir upon some situation, from whence any quantity may be lead, with the least possible expense, where requisite, this was I conceived of the utmost importance (however it may not be so very material for the Cotton business) considering that the Society being to promote the establishment of all kind of useful Manufactures, the interest of the concerned is in this first beginning to secure a supply of Water sufficient for every purpose, and to do in a manner as may admit an increase of Machinery without occasion for new Canals, the Expense and trouble of opening which might become inconvenient, besides the hazard by multiplying them, of draining the main Stream of the River, which although plenty beyond what is wanted for the business at first Trial, should nevertheless be wholly secured, and be used with the greatest caution and economy.

How to effect this has been the subject of my meditation and from the idea I have been able to form, in the short space of time there is, I have taken a knowledge of the Position chosen for the Town and for the Manufactory, being made fully satisfied of the

great difficulties to encounter I cannot hesitate expressing my opinion that the accomplishment of the business will be impossible under a management as has been suggested and I will here observe upon the danger of adopting any of the schemes or proposals that have been made to engage in the Work especially in that of opening the Canal.

Upon examination of the locality of the extent over which that Canal must be carried, it will be found that the whole is but a mass of Rock heaped in broken pieces, and in a manner removed from their natural bed as if by a subterraneous commotion.

These Rocks are of the hardest nature and in some parts adherent to each other with a tenacity superior to every effort to disunite them, they lay in other places loose and moveable to a great depth, and all under the mountain there are large cavities, which it is of importance to observe may greatly endanger the Canal to drain or give way through.—a circumstance inadverted in the scheme of carrying a dam as had been proposed to be raised at G. (see the Map) intended to collect the Water in the Cove x a. for admitting that that dam would be possible to be made capable of supporting a large body of Water as the depth of the Cove would collect, it is more presumable that the water would notwithstanding escape, by finding its way out across the hollows in the Rocks bordering all round in a way impossible to secure.

Having considered this inconvenient and being not that any advantage can derive from forming a bason where the excessive perpendicular height of the Rocks all round will make it inaccessible. I have thought more expedient, in case Garrison's gap should be fixed upon for the passage of the Canal to turn that Canal directly from the gap to the Notch D. in the manner as expressed by the yellow lines x a x. which will show the extent of walling it would require.

The other way contemplated was also to cut a Canal right across from A to B. passing over the Cove to N. This I conceive would prove to be the safest in the execution as by this way will be avoided much of the doubtful ground I have observed above, and everything considered I would advise the measure, altering the position of the head of the Canal from A to C to the end of bringing it in a better direction with the current of the River and to bring it much lower down toward the notch at D. With respect to manner of supporting the Canal over and across the Cove from B to D what has been proposed is so contrary to the first principal of Mecanics to admit of no discussion upon and I only recall it to mind by way of introduction to a more safe method and the only which I trust every man versed in the art of building would propose. I mean a proper Aqueduct consisting of Pier raised equal distance from each other and connected by Arches carried Through the whole breadth both of the Canal that of the Towing Path and Carriage way on each side. a method much more secure than would be a solid wall considering the great breadth this wall would have at the top as also its height and the proportion of its base, which would render it a mass of such monstrous size as would be impracticable to erect fairly with the rough dry stone of the kind as that to be employed.

The large Body of water to support and the consideration of the consequence of a Total suspension of all the work at the Manufactory can admit of no trifling nor will it of any experiment not established upon a scientific calculation of all chances. The walls as had been proposed, would (owing to the constant pressure of the large Body of [water] between them) have been thrown down at the first trial and so will every other mass of wall be endangered at the smallest degradation however apparently trifling proceeding from a pressure from above may ruin the whole Canal to a degree impossible to prevent or remedy, an inconvenience avoided by the construction of an aquaduct as may be evidenced by observing on the manner of its construction by detached Pier and Arches easily to be repaired in case of accident and besides enabling the discovery of any dropping from the bottom of the Canal, which by issuing through one arch or another will point out the place to repair.

In changing the Canal from A to C to bring it at D my object is to avail of the opening there to form a large Bason or Reservoir from which the water may easily be distributed in due quantity by different sluices to supply the Work where may be wanted, which will be effected by the two capital races No. 1 and No. 2. The first leading to the Cotton Manufactory is immediately intended and the other only proposed to be effected by succession of time as shall be found expedient. They are both meant to preserve the same level of the River, as far as the two reservoirs at H and at K which will facilitate a greater number of Wheels to be set in motion by a same issue of water, placing the Mills one under the other all along as will admit, the declivity of the ground. from these reservoirs H and K and from the tail race of the working Mills will be formed three or four other main races or Canals as at L. N. F. Z. of gradual fall.

As to in what manner the bed of Water may be formed in all these Canals mostly passing through rock as described and without gravel or clay near at hand to cement them is, I cannot disguise the most delicate part of this business, and the one doubly which will require the most pains, demand the most attention and consume the most resources, it being constant, after the inquiry made of the nature of the mountain, that the Poundering of stone, beating them as has been held by some Persons a sufficient operation to retain the water, never can answer. The only method will be, first to shape with the stone, the Canal reservoir &c. &c. giving them more breadth and more depth than necessary, and afterwards to carry into it a sufficiency of clay and every material as might be made consistant, and are capable of filling betwixt the stone. And in this manner bring the Canal to a proper breadth, which according to the plan I propose would be 33 feet at the top and 7 feet at the bottom all the way from C. to D. making the reservoir EE 100 wide and 10 deep. The two races No. 1 and No. 2 should be each but one third of the dimention of the Canal C.D.

The shortness of the time I have had to take a knowledge of the situation, to combine the system of conveying water as I propose and to satisfy myself of the practicability, has left me so little leisure to consider about the plan of Distribution for the Town as

induces me to confine to a few general out lines of the manner in which I conceive it is most proper to have it laid out.—Surrounded by high mountains, as is the tract the Society has at disposal, I considered it was not material to observe a regular North and South, and East and West direction for the Streets, a method which I apprehend would rather be improper, because it would end every Street against steep mountain, which would impede free circulation of air the better to be secured by determining variously the direction of the principal Streets as are marked upon the Map, where I have taken advantage of a rising ground, reserving the summit of it for the erection of some Public Building, carrying the Streets from thence according as the accidental opening may admit of prolonging them at a distance in measure at the Town will enlarge, or as arrangement may be made with the owners of the land, whose property the prolongation of the Streets will increase in value.

Considering also as the opening of proper avenues through the internal part of the Country, would be of advantage to promote the settlement of the Town, I have caused a line of experiment to be drawn from New Ark parting from the Bulls head Tavern in a particular direction by which the road from New Ark to the Town will be made shorter above five miles. I also propose bringing the Road from above the Mountain along side of the Canal making thereby the aquaduct proposed subservient to the double purpose of facilitating an entrance in the town that way avoiding the inconvenience of passing up and down the Mountain.

A great object also for the society should be to extend their purchase more downward the River, and up above the fall, to become possessed of as much of the Land on the other side of the River as will embrace the whole fall.

Also it will be not less important to the success of the Work proposed, to gain possession of the little Fall clearing the navigation of the River to there and erecting locks to bring Boats from up above, these I should imagine could be executed with but little expense and the advantage it would procure would fully compensate for it.

The foregoing observations will I hope be considered as being Influenced from a wish to promote in the best of my Capacity the interest of the Society, whom I promise will agree with me in the opinion that in work especially of the nature of the one intended, real economy is to spare neither pains nor money to ensure the success and the durability of the Work.

I have the honor to be. —

Gentlemen

With respect

Your most humble and obed.^t Serv.^t

P. C. L'Enfant

The Directors of the
Manufacturing Society

L'Enfant December 1792 Letter Report

(Doc. #219, Passaic Co. Historical Society)

Transcribed November 2019 by Edith B. Wallace

Paterson December 25 1792

Gentlemen - / -

the arduous tax of effecting the establishment of the town of Paterson at a season too far advanced in (after the 1st of Sept^r last) gave me now the regret of seeing winter put a stop to the operations before I have progressed them as is desirable to evince the propriety of the design in enabling your judgment of its many advantages to so vast a project required a mature deliberation and the disadvantages under which I proceeded, having had but a few days previously for to enquire into and to determine upon the proprieties of the situation is to be considered.

hurry'd to make a beginning of the work, I may say before I had had time to connect my Ideas I could have no plan sufficiently digested --- nevertheless endeavouring to accelerate the business I have attempted a display of the whole magnitude of the Enterprise conceiving this might be usfull in impressing the mind of the public with a favourable opinion of the Improvements Intended, and fearfull of a same time of waking an Inconsiderate progress I did confined the labour to a rough markation of the outlines of the plan--to prove its fitness to the ground--to study more effectually its particular--to correct the defects and bend the whole as should appear best answerable in lessening of the difficulties to make also the levelling of Impediments a mean economical for to supply the supperstruction [superstructure].

determined by these motives I have applyed [applied] the means [*page 2*] left at my discretion to use as I conceived most Expedient to accelerate the business, and in all what rested solely on me to Execut I hope you will be satisfied they have been managed with every possible attention to the Interest of the Society--having advanced the work much beyond to what I myself could have promised and in the short space of four mounth brought it to that state from which I now feel a confidence in assuring you here there can remain no doubt of a full attainment of your objects in the End. Expecting that by an assiduous continuance of the operations and upon the same principle as I have Engaged in them I shall be able in the course of next season to effect as much of the plan as will Enable the coton mill to be set in motion by the midle of the ansuing fall which will be as early as that mill with the machines belonging can possibly be made ready.

the building of houses I have been under necessity to delay the time being short for collecting materials sufficient to have rised them to any advantage before winter, beside I feared that a beginning of the cotages houses, previous a purchase of the ground, which I

saw a necessity to add to the tract of the Society, had been Effectuated, would by shewing the Exact position for the town have rised the demand of the land holder to an Impossibility perhaps of obtaining any --- upon the whole no more but the foundation could be laid and seeing this Should not avoid the Expences of Erecting barracks for the accommodation of the people of the factory, I thought most proper to employ all the means I had at command at the reducing of the Rock and mountain on a fucces [focus?] in levelling which depend that of the whole Entreprise--this also would determine the quantity of water possible to procure [page 3] and made it proper I should delay fixing ultimatly upon the position for the coton mill. - in the mean while I promised I should gain better knowledge of the Several machines as might Enable me to conceive the necessary rooms for them, but in my Endeavour to this effect I must Say I had to regret the seeming caution of the concerned in the business immediate to the manufacture, which greatly Increased the difficulties I fund [found] to accommodate matter to thier wish.

having however now been Enabled a judgment of the State of matter resting with the three head manufactures to accomplish, I shall here proceed giving you my Ideas on the Subject.

of all the machines to be worked by water those of the coton mill under the management of Mr Marshall are the most forwarded--they may properly be said to be in good train--notwithstanding the achievement of them for the time at which I shall have the necessary building ready is not to be Expected but from an assiduous continuance of the undivided attention of that gentleman with an additional force of hand to the number he has had ietherto [hitherto] in Employment.

in the department of Mr Pearce what there is of machines wanting a power of water I conceive to be similar to the above of which they only differ as to the manner of working, from which I apprehend the [there] can be no Inconvenient in the tardiness of their Execution--and provided I am made well acquainted with the particular to devise proper rooms for them--I would advise as Expedient, to delay them altogether, directing Mr Pearce attention solely upon the perfecting of a Stipulated number of those [page 4] machines which are contrived to be worked by hand.

with respect to Mr Hall department the whole of the water machines consists in wash wheals &c all heavy work which I am confident will not be Immediately wanted and need not be closely attended to at present--Considering that the printing business in a great measure is depending of the progress which shall be made in the carding-spinning and weaving branches, and that if to be attempted in the Interim upon Imported calico &c it cannot be immediately to that great Extant as may need of other assistance but of that of hand machine which with a convenient streem of clear water with a hy [high] and wet madow ground to bleach upon is all what is necessary, - this may be procured at will, but I believe shall not be wanted soon unless through some Expedient a full compliment of printing plates--Rollers--and other necessary utensil are procured from abroad--for if

altogether depending upon the making of them here—you must not deceive yourself upon this point, they will not, and never can be obtained of that variety nor in that number capable of answering your Expectations and without which making a beginning of the printing business would act to the discredit of the Society and would prove its ruin --- more inevitably as Mr Hall do not Intend any Experiment of proofs work but I believe Expect and with not to proceed unless at once upon a large scale and with a vast number of hands.

whether Mr Hall Ever propose to go Earnestedly in to the business has been questioned by many and not meaning here *[page 5]* to Inquire into the secret of his motives in many Instances when the Interest of the Society seem not to have been a consideration with him I shall only say, that beliving him to be true to his Engagements I conceive his situation most Embarassing. on another part it most [must] be considered that wanting the assistance of able Ingenuous artists both in the drawing of pattern and in the plate cutting way, in neither of which he professes himself to be a master, he rest that Interesting part of the business on the unskillfull management of a young apprentice and confine his secret operations to chymical pursuit for making colour the quantity of which now in readiness will be wasted by time and become usless before there has been any occasion for. in his Indeavour to kip bussy at something he thus appear in a manner forced to attempt any thing and besides a usless handling of materials he keep in Employment a number of mill wright—of carpenter—of Smiths—Cooper &c Engaged about preparing those machines which I first mentioned and in the progressing of which seeing no necessity at present made me with them hands may be more usfully Employed.

generally Speaking—the work shops secluded and Every operations going on there unknown has been an Inconveniency to the advancement of the business—first because it prevented me from directing as I wished these works more effectually toward the achievement of all hand machines for which it is reasonable to Expect that accommodation will be first ready. Secondly because it created a confusion in the management of the hands Employed, som of whom were procured *[page 6]* by me, other being differently Enlisted and many occasionally called out of partys of which I had otherwise disposed but Every one of which while Employed about the factory beliving themselves free from any controul and Inspection made it difficult I should have regulated the movement of the whole business with that Economie of time I would other waise have done—thirdly this has Encouraged a westing [wasting] of all necessaries, because the work being not subject to an Inspection from me, what ever I could see injudiciously applied being not in my power directly to controul—it is not to be Expected the workmen would restrain as to quantity or quality of materials which it is rather presumable they wastefully used picking out the best without much concern about what might be wanted for other work for which they knew a fresh supply most [must] be procured as often as they call for.

how to remedy this I will observe is by making the machine making at the factory a same object with the one now more immediately under my care—both the machines making

and the canal business &c are necessary to be carried on in harmony to each other and it never will unless it is made more understood than it has hither to been that I have a right fully to Inquire and to see myself what is going on in Every shop work or laboratory making it a rule also that no article called for be purchased or delivered there without the order has been certified by me. In the same manner as most [must] be observed in future for all demand for the supplying of other work. For responsibility most [must] be [page 7] placed some were [where] and will not be well divided nor detached from that hotority [authority] without which it would be folly in me to promise a success in the prosecution of my undertaking.

the business complicated as it appear will be but easily conducted after once
Introducing a system of management—corresponding in all the different branches, for what Ever considerable as will be the number of mechanics or of other people Employed these will be then easily divided in gretter or smaller parties as often of circumstances shall require—it will then be admissible to cause all the business of one kind of description to be Indiscriminaty Executed for Every department by the same hands—which must prove much more Economique than the present method at the factory each branch of which has now, Smithy, carpenter &c privy to themselves and both a number of men of the same skill as has the other—the natural consequence of which is that many able hand most often be at a stand for want of work—at best it is propable if they are kept bussy they cannot be so to advantage and that many atime it happen they are Employed to matter absolutely foreigne to the main business as may be Instauled by all the house utensil made at the work shop of Mr Pearce &c for the people setting at the Factory the quantity and variety of which most amount to a great some of labour lost, besides the time Employed in building barrack and shops for differents family, for whom Mr Pearce took upon himself to Erect all necessary accommodation although some of them were not properly belonging to the Factory. his reason for so doing as far as I understand were that he conceived himself hotorised [authorized] [page 8] to provide for them and in a manner bound to do it by a private agreement with the Secretary Amilton [Hamilton] in Endeavour to please whom he let his zeal cary him to far as to applay the best of the meany at his command for the accommodation of these people and to an hinderance of the progress of his machine making which he himself own in his account of the said that he has done but little since he came from philadelphia—six single houses being the only thing which he promise he may soon set up the other machines ordered by your board in october last being out of his power to have ready before six mounth time.

now to return to an account of the business more Immediately resting with me to accomplish—what I sayd before of the progress made in it chiefly consisting in preparatory for a fair and Earnest prosecution of the work early in the Spring, - a view of the local state of thing will better Explain to you the Intention of all what is done than would a comment upon therefore I shall here Invite you on the spot promising that your recollection of the situation as it was at the time you have pointed it out to me for Improvement will Evidence the

Earnestness of my efforts in advancing the business. attention in no manner to deviate from the plan which you have approved considerable as may appear the undertaking, judging of it from the first attempt made it is no more but what is necessary to render the work compleat and durable as I had in my proposals Explained to you.—which may be proper here to recal to mind for the better satisfaction of [9] those amongst you Gentlemen whom have not been privy to the first of the business and whom may have heard of plans having been proposed which by far more limited were thought by some to be more oeconomical—the objections to these were the unsafe methods of the manner Intended to forme the canal required and also that this canal after completed would hardly have been answerable to supply a coton mill—and my Inducement to oppose these schemes was a conviction of their imperfection and the consideration that the primary object of a coton mill once answered, the Interest of the Society would be, as its Institution require, that some more effectual measure be taken to promote the Establishment of other branches of usfull manufacture for which it was Evident that a most Superior command of water would be wanted—I saw then that this could only be obtained by securing the whole body of the upper passaick and it was Expedient this should be done from the first for to preserve the height of the level of that rivier in passing its streem over the mountain, which I Engage to do by way of a proper acqueduc the Foundation of which is already in part laid and whose object is to conduct the water at a convenient point where the mountain is about levelling and in the cavity of which is to be formed a kind of reservoir Enclosed by the walls already begone [begun] or to carry at any place of the town wen shall be wanted. ----- the Expences attending [page 10] this project I most [must] also here observe will not be great in proportion to the Enlargment of my plan over those that had been in contemplation—because the Execution of the smaller schemes would have necessitated a removal of the same obstacles which I am now levelling, therefor of what Ever gretter magnitude may be the work of the Improvements I Intend this can no way spend a much more considerable some than would have been otherwise consumed and when considering those Improvements I am now Forwarding will be the source of an Increasing wealth to the Society the Economie of them most [must] be obvious.

the next object resting with me to accomplish was the Establishment of the town a compleat plan for which as not yet been in my power to effect having been forced to part repeatedly from different Ideas of division, owing to the difficulties approsing [?] a purchase of those lands over which I wished to pass the streets : seeing how my sollicitud for in a manner rised the Expectation of the owner who in measure of the work progressed thought themselves assured I most [must] give any price to them and subscribe to their condition for a division of lots, this determined me to abandone for awhile the Intention of Extending the town down toward Totoway bridge and in the little I have been able to affect of the plan which I contemplate I have opened a grand street to meet the new work Road at the crotch near Com^e van Ryper House which will save about a mile distance, the next I propose will be to meet in a direction with the line of Experiment for the proposed new

Road to newwark by which the distance is to be made five miles shorter—some land being yet wanted to prolong these street with advantage to the Society I would Invite you to Hotorise [authorize] the purchase of about 900 acres leaving the situation [page 11] undetermined at my option the great facility there will be after the aqueduct is completed to throw any quantity of water in Vreeland brook and the many convenient seat for mill which a fall of above 90 feet in the distance of tow miles may favourise, is an object which I submit to your consideration not doubting it will Induce you to purchase as much of the tract which has once been offered to the Society as may yet be obtained.—and other consideration Inducing me to advise the measure being the great Facility I fund [found] to render the River navigable to that brook the distance being only 1 $\frac{3}{4}$ mile to the head of tide water while to make it navigable as far up as vanderbek Farm, would necssite thee [three?] locks more and made the distance for boats, to the same tide water, 6 $\frac{3}{4}$ miles—some great Inconveniency arising in carring [carrying] one the work of the canall, on the upper passack, from the too great nearness of Henry Garrise property, and the advantage there will be to open a direct road to the little fall which most pass across that land. cannot but made it the Interest of the Society to secure much of it as can possibly be obtained as however heigh may his demand be the Society is to consider, that what could have been purchased four mounth ago for ten pound now sel more than double and that the rise of property will be in proportion of a progress shall be made in advancing the work.

Severals application have been made for lots by many people Intending to build upon, severals seeming also much Inclined to rent houses which perhaps would be found the most advantageous to the Society who might appropriate a special some to the purpose of building in proportion as there will be assurance of getting the proper Interest for the money. Tow [two] marchentor [merchant] store are already fixced upon the Society ground one build by Mr allstead upon a lot, the proper dimention of which cannot as yet be accertained, - the other a barack build by my direction [page 12] to accommodate a grocer—Mr adam, who had been offered a seat near opposite to Totoway bridge which I Induced him to decline, by fixing him temporarily in this barack he proposing to build for himself in the Spring or to rent a house from the Society if it can be procured.

in requesting you on consideration of the above to determine on the quantity of lots you will dispose of as also on the terms of sale I most however beg you not to be too hasty in determining upon the value of lots wishing I may before make a proper estimat of the Expence attending a proper levelling of some principals streets that this Expence may be soon repaid in sharing a proportion of the amount in addition to that of the Estimated worth of the lots.

in closing the business after the first falling weather had made it of no advantage to continue the work at the aqueduct, I have had a House build with a view to form a proper store in the lower story for the supply of small article for the work as also for the reception and storing of all product from the manufactory. The cellar being capable also of admitting of six weaving loom, which I have for severals weak past pressed Mr Pearce to make ready.

a house for a Tavern as is desirable to have to Induce the vast number of visitors which maybe Expected next year to make the town of Paterson a place of residence for part of the summer could not have been properly began in the uncertainty in which I have been of in what would be the direction of the leading avenue to the town which having now nearly determined will Enable me to make the rising of the tavern a first object in mash [March] next at which time most of the materials will be ready for to Enable having the most of the building accomplished time enough for the good season. -----

after having Entered here in particular from which you [*page 13*] may forme an Idea of the present state of thing at the factory and at the different works which I have attempted it remain to satisfy you on the points of the Expences which have been Incured - considerable of the sums Expended may be if you will defalcate [deduct] the amount of what relate the factory—the amount of all purchase of materials which have not been Employed and the value of the acquisition of an Excitant [extension?] of territorial to that which belonged to the Society when I first Ingaged in the business you will find the sum Expended for the work under my Immediate direction is but small in comparasion to the progress of the work done—it fall I am well assured much under what a computation of the worth of it could have bring it at had such a computation been practicable in a business in which the nature of Impediments to over come was unknown and in which consequently the labour could no way be Estimated.

the labour being a per the pay Roll Book will appear 10,260 40/100 dallor Including all hand Employed under me from the 1st of September to the 2nd of December and the whole of the materials which have been used out of the one purchased consisting of no more but about 93 Tirces [?] of lime 16496—bricks 7421 Shingles 7000 woods and a quantity of Iron for tools—N:B a pretty large deduction [*page 14*] may justly be made out of the pay Roll amount for the wages of the number of hand which having been Employed at about the factory as has been related could be of no service to me—also out of the quantity of bricks which I am willing to charge as used by me many thousand were applyed to the erecting of ovens and other accommodation for the people of the factory. so that I am confident not above 12000 dollors, admitting for errors in a hasty sum up of all accounts, have been Expended toward the accomplishment of the object you have trusted to my management.

I have the Honour to be respectfully

Gentlemen

Your most obedient and
humble servant
P. Charles L'Enfant

The director of the Society for Establishing usfull Manufactures.

APPENDIX C

Chart of Silk Industries, 1891

Nelson and Shriner (1920), pp. 348-350

PATERSON AND ITS ENVIRONS

a great change has taken place in the silk manufacturing industry since that time. In former years, and to some extent still at present, the manufactured silk passed into the hands of commission merchants, who sell to the wholesale and retail trade and almost invariably make advances to the manufacturer. Of late years the number of small silk manufacturers has increased enormously. The manufacturers of looms generally extend long credits and consequently little capital is required to purchase a single loom. Raw silk is almost always sold on a promise to pay in the future. Thousands of silk weavers, especially recent immigrants, have taken advantage of this state of affairs. The method of procedure is simple: A weaver buys a loom on the instalment plan and has it set up in his home; he and his wife work alternate shifts, but the loom is idle very few hours, frequently very few minutes, in the twenty-four hour day; when a piece of silk has been woven, the weaver takes it to New York by train or trolley and sells it direct to the retailer; he can afford to sell at a lower figure than can the manufacturer who has rent, taxes, overhead charges and labor unions to deal with; it does not take long before the loom is paid for. It is seldom that the weaver does not find a ready market for his product, but should this happen, he can pawn the silk in Paterson, where brokers are ever ready to make advances on such security. Should the weaver receive an order from a retailer for several hundred yards of silk to be delivered in one consignment at a certain time, he can make the silk piece by piece and pawn it piece by piece.

RECAPITULATION.

	Employ- ees.		Looms.		Braiding Machines.	Spindles.	Capital Invested.	Annual Wages.
	Male.	Female.	Broad Goods.	Ribbon.				
R. & H. Adams.....	200	400	200	80	....	10,000	\$200,000	\$150,000
*George Addy.....	....	....	....	....	....	....	40,000	....
American Braid Co.....	4	12	....	....	60	....	5,000	4,000
American Queen Silk Co.....	10	20	50	....	....	....	15,000	15,600
Anderson Brothers.....	40	20	60	....	....	....	50,000	22,000
Thomas Armitt.....	4	5	....	....	....	325	2,500	3,000
Ashley & Bailey.....	500	300	600	....	....	10,000	1,000,000	375,000
Augusta Silk Works.....	50	50	....	45	....	....	30,000	60,000
*J. T. Baer.....	50	....	....	....	....	....	50,000	....
William Ball.....	....	15	40	10	....	....	30,000	27,000
Bamford Bros.....	400	500	....	345	....	40,000	900,000	450,000
P. & I. Bannigan.....	62	63	40	24	....	10,000	150,000	52,000
*Nathan Barnert.....	....	....	....	....	....	....	75,000	....
Barnes Manufacturing Co.....	50	50	....	....	750	3,500	150,000	50,000
Barnett, Holden & Co.....	1	34	....	....	150	....	15,000	10,000
David Beckett.....	6	10	....	6	....	....	10,000	9,500
James Bell.....	....	....	....	....	....	....	40,000	....
Thomas W. Bentley & Co.....	7	20	30	....	....	....	20,000	15,500
*Robert Blackburn.....	....	....	....	....	....	....	30,000	....
Brilliant Silk Manufacturing Co.	15	15	50	....	....	....	12,000	13,000
*George Broomhead.....	25,000
Henry L. Butler.....	17	28	2,500	20,000	12,000

INDUSTRIES

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	Employ- ees.		Looms.		Braiding Machines.	Spindles.	Capital Invested.	Annual Wages.
	Male.	Female.	Broad Goods.	Ribbon.				
Butler Silk Manufacturing Co...	25	25	...	20	...	...	30,000	36,500
Andre Cardinal	100	100	126	...	...	2,000	40,000	53,000
Cardinal & Becker	45	40	65	...	...	...	40,000	42,000
Peter Caspers	65	10	17	13	...	...	40,000	32,000
Castle Silk Co.	25	30	...	23	...	...	35,000	36,000
Allen Chesters	4	2	...	12	...	...	4,000	2,500
Clay & Groscock	100	100	...	83	...	...	100,000	85,000
Arthur Cliff	8	8	...	10	...	500	20,000	8,500
Cole & Nightingale	8	17	...	...	...	2,000	5,000	7,200
*Cooke Locomotive Works .....	...	...	...	...	...	...	150,000	...
Cornforth & Marx	80	40	80	...	...	...	50,000	50,000
George Cox	2	8	...	...	120	...	15,000	3,500
B. Edmund David	30	20	40	...	...	...	50,000	30,000
Dery Silk Manufacturing Co.	35	25	48	...	...	...	12,000	40,000
Dexter, Lambert & Co.	300	400	400	150	...	...	500,000	300,000
C. Dey & Co. ....	...	...	21	...	...	...	10,000	...
S. Dime & Co.	2	8	...	...	...	450	1,500	2,500
John Dodds	25	25	...	20	...	...	25,000	29,000
Doherty & Wadsworth	200	150	200	47	...	...	500,000	180,000
*Benjamin Eastwood .....	...	...	...	...	...	...	40,000	...
Henry Eastwood	12	4	10	...	...	...	6,000	10,600
Empire Silk Works	75	175	175	...	...	...	100,000	97,700
Enterprise Silk Co.	25	50	60	...	...	...	20,000	32,000
Equitable Silk Manufacturing Co.	12	23	27	...	...	...	20,000	15,000
Equity Silk Co.	40	60	97	...	...	1,100	54,000	37,000
Fairhurst & Co.	22	23	36	...	...	...	15,000	22,000
Fogle, Kane & Wilkinson	15	35	40	...	...	...	15,000	35,000
John R. Frame	20	10	55	...	...	...	15,000	15,600
Frank & Dugan	85	85	...	60	...	...	80,000	81,000
Jacob Frisch	45	15	50	...	...	...	40,000	20,000
Frost & Van Riper	30	60	...	...	...	7,500	35,000	30,000
George W. Fulton & Co.	50	30	75	...	...	...	35,000	40,000
Gallant Brothers	75	50	90	...	...	2,400	40,000	30,000
A. Giannetti	20	20	...	...	...	5,000	23,000	7,500
Golden Rod Silk Co.	50	20	60	...	...	...	50,000	34,000
*Grant Locomotive Works .....	...	...	...	...	...	...	70,000	...
Gregory Silk Co.	25	50	...	...	100	2,000	25,000	21,000
Grimshaw Bros.	350	300	400	...	...	...	500,000	250,000
Haenichen Bros.	30	45	36	...	...	...	14,000	41,250
Robert A. Haley	15	30	...	...	...	3,200	18,000	10,000
Hamil & Booth	500	300	425	70	...	15,000	600,000	250,000
Hamilton Silk Co.	25	15	30	...	...	...	25,000	11,000
John Hand & Sons	150	150	100	68	...	...	140,000	170,000
Helvetia Silk Co.	100	100	...	81	...	...	60,000	100,000
Hess, Goldsmith & Co.	80	100	160	...	...	...	80,000	115,000
*Highland Water Co. ....	...	...	...	...	...	...	100,000	...
Hitchcock, Meding Co.	300	500	300	140	...	...	600,000	250,000
W. D. Holmes	40	60	114	...	...	...	50,000	51,000
Hopper & Scott	85	85	...	...	...	11,000	100,000	48,000
Jacob Horandt & Son	125	75	...	63	...	220	100,000	90,000
A. P. Husted	7	1	7 chenille machines	...	...	...	8,000	3,000
Inglis & Co.	30	70	...	...	...	10,000	40,000	40,000
Isleib & McLean	13	32	...	...	...	2,600	14,000	15,000
Johnson, Cowdin & Co.	300	500	...	207	...	12,000	250,000	340,000
Kattermann & Mitchell	30	10	25	...	...	...	11,000	14,000
*Enoch Ketcham .....	...	...	...	...	...	...	150,000	...
Gustav Klinge	8	5	5	...	...	...	20,000	8,300

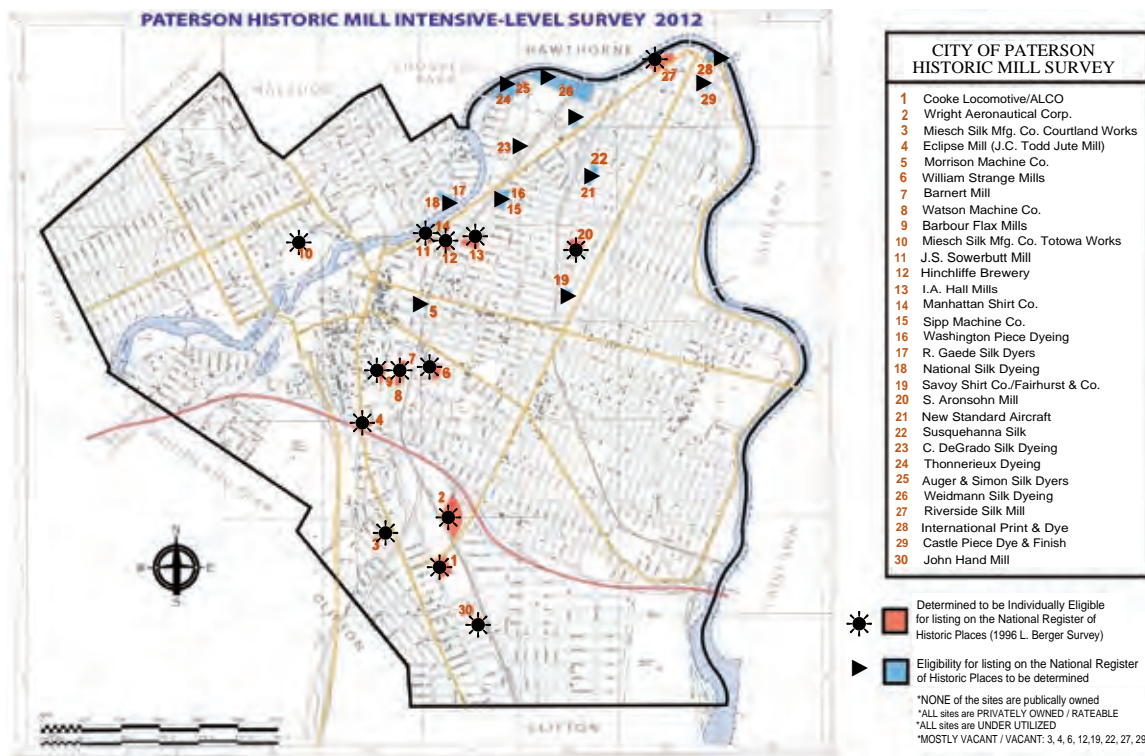
PATERSON AND ITS ENVIRONS

	Employees.		Looms.		Braiding Machines.	Spindles.	Capital Invested.	Annual Wages.
	Male.	Female.	Broad Goods.	Ribbon.				
R. Lackman & Son.....	5	4		7			7,000	4,200
*G. W. I. Landau							40,000	
*Jacob Levi							55,000	
Levy Bros.	250	250		85		30,000	200,000	135,000
W. Little & Co.....	10	40	40				25,000	25,000
Mackay & Rowson.....	30	40				3,800	20,000	15,000
James McAlister & Co.....	29	39				3,400	20,000	16,000
McLaughlin Braid Co.....	25	100			200	4,000	25,000	30,000
Samuel Meredith	2	6				160	3,000	2,100
Miesch Manufacturing Co.....	60	65		52			100,000	91,000
James Miller	3	3		12			2,000	2,800
Mills & Van Horn.....	15	35				5,000	15,000	12,000
W. T. Milton & Co.....	5	10				800	2,500	5,000
Murphy & Aronson.....	10	15	15				7,000	5,000
John T. Murphy	5	13				1,400	6,000	6,000
Naef Bros. & Co.....	60	60	120				100,000	60,000
Nightingale Bros. Co.....			40	40			6,000	22,700
New Jersey Silk Co.....	30	55	83				50,000	25,000
Neuburger Silk Co.....	45	75				15,000	80,000	35,000
Oldham Mills	100	50	100				150,000	76,000
W. H. Oliphant	30	15		18			15,000	23,500
O'Neill & Kuett Co.....	90	35		30			70,000	70,000
Paragon Silk Co.....	150	200	284				100,000	55,000
Paris Silk Co.....	40	20	42			400	15,000	30,000
Joseph Parker	8	7		8			8,000	15,600
Paterson Ribbon Co.....	125	125	72	65			250,000	130,000
Paterson Woven Label Co.....	8	2		5			5,000	7,800
Peerless Plush Manufacturing Co	170	30	70				200,000	91,000
Pelgram & Meyer.....	325	325	300	159			750,000	260,000
Phoenix Manufacturing Co.....	350	350	495				500,000	200,000
*A. W. Piaget.....							15,000	
Pioneer Silk Co.	250	250	250	80			250,000	250,000
*Pope Estate							30,000	
Post Throwing Co.....	26	14				4,000	18,000	12,000
Ramsay & Gore.....	100	108				14,000	144,000	55,000
C. F. Reiher	4	11				168	1,800	4,100
F. C. Reinhart	8	6			41		2,500	4,500
Rettger, Allen Co.....	6	44	60				25,000	32,000
*John Ryle Real Est. Association							125,000	
*William Ryle & Co.....							50,000	
Shaw Bros.	15	15		11			11,000	16,000
J. Silbermann & Co.....	150	50	160	60			160,000	155,000
James Simpson & Co.....	175	175	205	18		6,000	300,000	182,000
G. W. Smith Silk Co.....	30	15	10	15			15,000	22,500
William Strange Co.....	435	435	230	242			1,250,000	400,000
South Paterson Silk Co.....	40	40	58	5			40,000	31,200
John Swift & Co.....	13	22				1,200	7,000	10,000
Swiss Knitting Co.....	8	22	22	knitting machines			18,000	13,000
Taylor Silk Co.....	18	12	26				9,000	14,000
Thomas & Harper.....	56	16	52				18,000	50,000
Toner & Drescott.....	5	5		5			4,000	6,000
Joseph E. Tynan.....	20	15				4,080	20,000	9,000
*G. D. Voorhis							30,000	
*Jacob Walder							50,000	
A. D. Winfield	12	13		65			6,000	9,000
Totals.....	8610	8915	7139	2454	1486	246,703	\$13,505,800	\$7,266,750

*Owners of real estate used in the manufacture of silk.

APPENDIX D

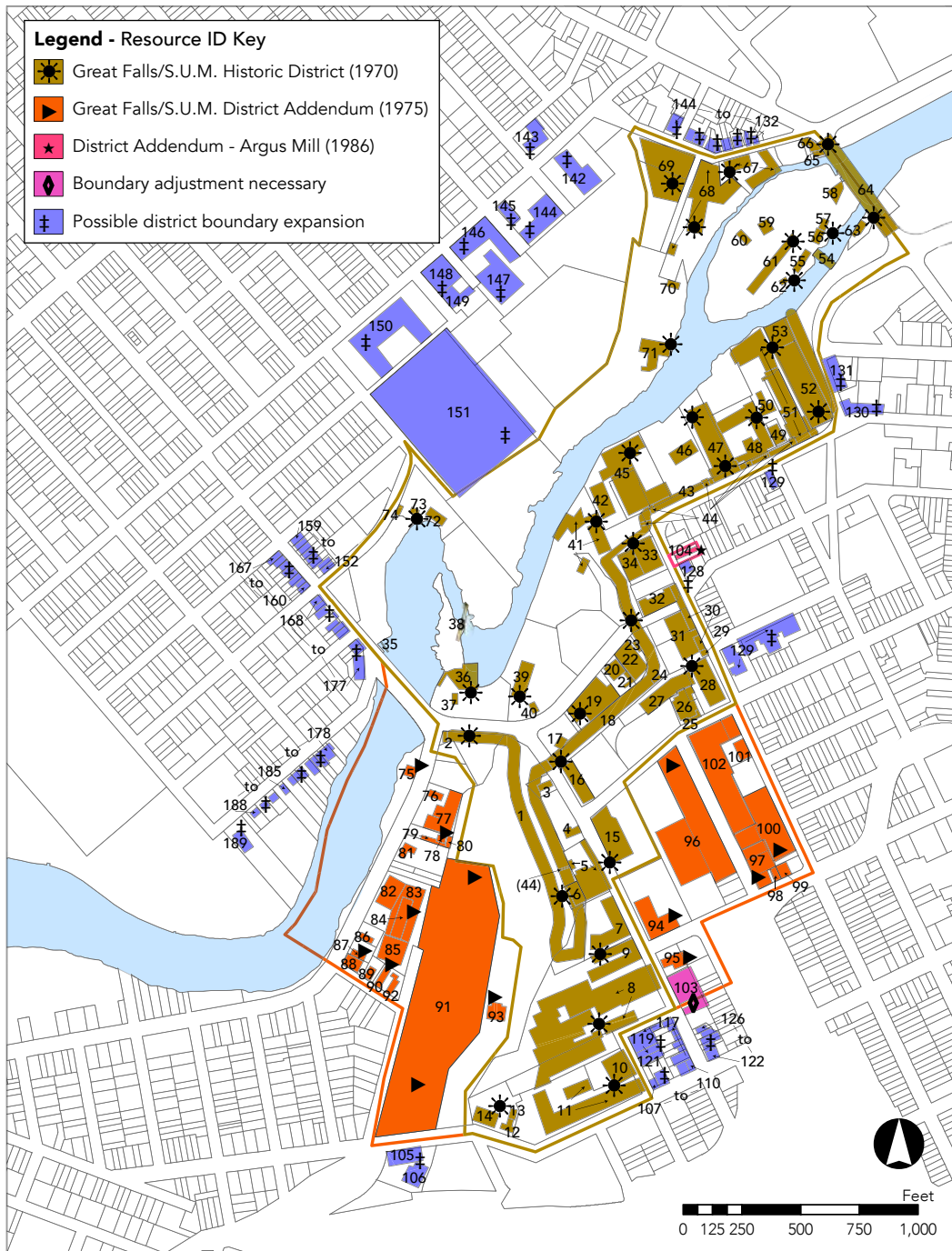
Paterson Historic Mills Intensive Survey



Intensive-Level Survey of Paterson Industrial Mills,
 New Jersey Department of Environmental Protection, Historic Preservation Office, 2012,
 City of Paterson New Jersey, www.patersonnj.gov/departement/division.php?structureid=68.

APPENDIX E

2017 NHL Cultural Resource Inventory Map



APPENDIX F

Francis J. Blesso, “The Great Falls Project,” 1993

THE GREAT FALLS PROJECT PATERSON, NEW JERSEY

Francis J. Blesso

August 1993

PREAMBLE

This project narrative was prepared by Francis J. Blesso in August 1993 in response to a letter from the Chrysler Award for Innovation in Design. The Chrysler Corporation nominated Mary Ellen Kramer and Francis J. Blesso of the Great Falls Committee to apply for one of six national awards under that company’s inaugural competition. Francis J. Blesso added John Young to the team and prepared the narrative and assembled the supporting exhibits. The entry was one of over 100 submitted. Although the project was not selected, the narrative provides a first-hand history of the events surrounding the first twenty-five years of the Great Falls Historic District.

On November 5, 1993 the Paterson Historic Preservation Commission presented Mary Ellen Kramer (posthumously), John Young and Francis J. Blesso with its Heritage Citizenship Award for their role in the planning and creation of the Great Falls Historic District.

Francis J. Blesso
September 2005

SUMMARY STATEMENT

Mary Ellen Kramer, John Young, Francis J. Blesso, along with the Great Falls Committee, originated and implemented a plan for the preservation and reuse of 50 historic industrial buildings and a related water-power system at the Great Falls of the Passaic River in Paterson, New Jersey. Their success forestalled destruction by a planned highway of the earliest industrial complex in the United States and thereby provided a publicly supported and sustainable alternative to urban renewal by fiat.

THE GREAT FALLS PROJECT PATERSON, NEW JERSEY

NARRATIVE

EARLY HISTORY

When Alexander Hamilton first visited the Great Falls of the Passaic River, he not only viewed 77 feet of natural beauty, he recognized a tremendous energy source. Hamilton envisioned building the new nation's first manufacturing center as a step towards true independence. In 1791, he encouraged the creation of the Society for the Establishment of Useful Manufactures (SUM), with major help from New Jersey's Governor, William Paterson. Hamilton conceived harnessing the massive power of the falls, using it to move the water wheels of future mills. Pierre L'Enfant was hired to plan and engineer the town. The plan required substantial modification by others, but evolved over three decades into a three-tiered mile-long network of open stone-walled channels called raceways. These were used to funnel water in and out of the mills and eventually back to the river.

Paterson was incorporated on July 4, 1792, establishing itself as the Cradle of American Industry. The original cotton-based industries developed over two centuries to include the whole spectrum of manufacturing, from revolvers to locomotives and aircraft engines. But it was through textiles that the world came to know Paterson as the Silk City.

ROUTE 20 PERIPHERAL HIGHWAY

In 1966 when Lawrence "Pat" Kramer, Jr. took office as Paterson's youngest mayor, Paterson had only a few silk mills left. Its industrial base, although diversified, had declined. Downtown, which was once a thriving regional commercial center, was also in decline and suffering from the competition of highway shopping centers. Kramer began assembling a team of government professionals in finance, building inspection, public safety and urban renewal. He moved forward on his campaign promise to get control of the downtown urban renewal program and to "turn the City around."

By 1968 his team was in place and on September 20, in what was generally hailed as a major accomplishment, Kramer signed off on the 200-scale planning map for the new peripheral highway. Route 20 would intersect with Interstate 80, then under construction through Paterson. The alignment was to skirt the western and northern side of the central business district (CBD), parallel the Passaic River on its south side and connect to the existing McLean Boulevard in the City's Riverside section. City business leaders had been clamoring for improved access to the downtown since the late 1930s, when they felt they were bypassed by the plans for the Garden State Parkway. The highway design was coordinated to tie in with the proposed five-lane loop road to be constructed around the CBD under the City's urban renewal program. The New Jersey

Department of Transportation (DOT) began aggressively carrying out its land-acquisition program while the highway moved into the final design stage.

ENTER COLUMBIA UNIVERSITY STUDENTS

Shortly afterward, a group of architectural students from Columbia University came to Paterson to study its industrial architecture. The group met with Mary Ellen Kramer, the Mayor's wife, and began to explore, photograph and document the industrial area near the Great Falls. Mrs. Kramer introduced the group, headed by graduate student John Young, to City officials including Francis J. (Frank) Blesso in the City's Redevelopment Office. Base maps and other surveys and documents were provided to the group.

John Young's Master's thesis "A Proposal for Paterson" helped raise the awareness of Mary Ellen Kramer, Frank Blesso and others to the rich treasure present in the industrial architectural fabric of Paterson. Young's research provided the documentation for a nomination form to place the Great Falls/SUM area on the U. S. Department of Interior's National Register of Historic Places as an 89-acre historic district. The nomination was reviewed by Mary Ellen, Frank and others, and submitted as prepared by: Leo Fichtelberg, Paterson Library; Francis J. Blesso, Paterson Redevelopment Agency; John Young, Urban Deadline; and Dr. D. Stanton Hammond, Passaic County Historical Society. The nomination was approved and entered on the National Register on April 17, 1970.

GREAT FALLS COMMITTEE

Meanwhile, Mary Ellen had helped organize a citizens group which began to question whether the planned highway was good for Paterson. The three-tiered mile-long raceway system which once energized the mills would be purchased and obliterated. Many of the major buildings which contained active and productive industries had already been acquired and others were shutting down in anticipation of purchase. The loss of ratables and jobs would be significant. John Young and his associates became Urban Deadline, a group of advocate architects, who sought out low- or no-budget projects overlooked or rejected by professional architects. Urban Deadline prepared a proposal to the Great Falls project committee including sketches and drawings showing how, with community involvement and input, the buildings could continue to function as factories, community centers, restaurants or industrial museums.

The citizens group began to explore modifications to the highway such as reduction from a six-lane elevated expressway to a four-lane at-grade boulevard. Ramp simplifications or eliminations were studied. Specific modification plans were prepared by John Young and his Urban Deadline organization, Cahn Engineers for the Paterson Redevelopment Agency and the Regional Plan Association. Although DOT officials listened politely to Mary Ellen Kramer, Frank Blesso and other citizens, the

modifications were never officially endorsed by the Mayor; and, therefore, were not taken seriously by the State. Everything changed, however, when the realization of the significance of the listing of the Great Falls Historic District on the National Register hit home. DOT officials, many of the City business leaders and a few highway right-of-way property owners not yet acquired were devastated. Since the peripheral highway was to be constructed with 50% to 80% federal funding, it now fell upon the DOT to evaluate all possible alternatives to minimize impact on the District. All acquisition ceased. The citizens group had never intended to stop the highway. They merely wanted to reduce its visual and economic consequences and to integrate it into the City rather than having it divide the City.

COMMUNITY COLLEGE PROPOSAL

During 1970, the Freeholders of Passaic County had decided to create a community college. They set their hearts on a large open site in suburban Wayne. Mary Ellen and a group of citizens, using slides and sketches prepared by Urban Deadline, mounted a strong campaign to place the community college in mill buildings in the District. Calls and trips were made to Washington and several million dollars of Housing and Urban Development historic preservation funds were unofficially earmarked. While the Freeholders could not be convinced, the effort was not in vain. Soon, after much lobbying, a downtown Paterson redevelopment site was selected which included the adaptive reuse of a former New Jersey Bell Telephone operations building.

GREAT FALLS PARK

Mary Ellen and the citizens group began capitalizing on the renewed interest around the Great Falls. An unused and ignored area at the top of the Falls was turned into Great Falls Park, largely through Mary Ellen's ability to solicit donations of labor and materials. A deck was placed over a bridge supporting a water pipe, thus opening access for pedestrians to what became Great Falls Park and providing a spectacular view close enough to feel the spray of the Falls.

GREAT FALLS DEVELOPMENT CORPORATION

In 1971, the citizens group was incorporated into the Great Falls Development Corporation, a nonprofit public membership organization designed advise the City on how to plan and execute development of the area. It consisted of a 26-member Board of Directors made up of private citizens and representatives of 10 public agencies. Mary Ellen Kramer and Frank Blesso were charter members.

GREAT FALLS FESTIVAL

On Labor Day weekend of the same year, Mrs. Kramer spearheaded the first Great Falls Festival, a four-day cultural and entertainment celebration of Paterson, including the return of a daredevil aerial act over the Falls. The Festival was a tremendous success and brought tens of thousands of citizens to the area.

SMITHSONIAN INSTITUTION REPORT

After the District was entered on the National Register, Mary Ellen Kramer called upon the National Park Service and the Smithsonian Institution to evaluate the area in terms of national significance. Field visits were made by both agencies in 1972. Robert Vogel, an industrial expert from the Smithsonian Institution wrote: "No other American city has the prospect for the imaginative development of a historically important industrial area than is now Paterson's." The field visits and reports provided additional national credibility to the area and helped set the stage for the involvement of the National Park Service. The project began to receive national attention. Publications about the District have appeared in *American Home*, *Architectural Forum*, *Constructioneer*, *H.U.D. Challenge*, *New York Times*, *Preservation News*, *Civil Engineering* and *Suburban Life*.

HYDROELECTRIC PLANT

The local utility company, Public Service Electric and Gas (PSE&G), had operated a hydroelectric plant at the Falls until it was closed in 1969 after some flood damage. The plant, built by SUM in 1914, did not fit in with PSE&G's future plans which were geared to nuclear power. Mary Ellen persuaded PSE&G to return the facility to the City which had inherited it from the SUM. In 1974, Mary Ellen, Frank Blesso and John Young, on behalf of the Great Falls Development Corporation, prepared and submitted an application to the National Endowment of the Arts under its City Options competition, to explore the feasibility of reactivating the plant. The application was funded; and after several years of effort and design, the plant is now restored and operating.

Flow in the Passaic River, however, has been reduced due to a controversial upstream-diversion project, called the Two Bridges Diversion, which was unsuccessfully opposed by the Great Falls Committee. Currently, there exists the dilemma of weighing scenic value of flow over the Falls and through the raceways versus the economic value of flow dropping through the penstocks of the hydroelectric plant and generating power and revenue.

THE ROGERS BUILDING

DOT, in order to acquire the right-of-way for the Route 80 storm drain, purchased the rear yard and boiler room of the Rogers Erecting Shop on Spruce and Market Streets. Mary Ellen, again using her persuasive powers, convinced the owner to donate the remaining structure to the Great Falls Development Corporation.

ARCHAEOLOGY

The design and construction of Interstate 80 required a storm drain through the District to the Passaic River. This intrusion gave the Great Falls Committee the ability to negotiate an agreement with DOT to install the drain by jacking or tunneling it under most of the District, and to fund a salvage archaeology project related to its work. The project team uncovered hundreds of artifacts and photographed and documented numerous features of the early raceway and building construction. Perhaps its most interesting find was the accidental discovery, as a result of the DOT's storm-drain excavation, of a completely intact covered section of the lower raceway extending along the north side of Market Street from Spruce Street to Mill Street.

HAER TEAM

The National Park Service's Historic American Engineering Record (HAER), at Mary Ellen's request, spent two summers measuring and preparing detailed drawings of many of the structures and features in the District. This work, which included over 40 quality maps and research into the history of the buildings, provided further documentation of the significance of the area. A local share of the cost was required which Mary Ellen helped raise through the Great Falls Development Corporation.

NATIONAL LANDMARK

During the early '70s, the team of Mary Ellen Kramer, John Young and Frank Blesso, accompanied by other citizens, made trips to Trenton and Washington to seek consideration of the establishment of a State and/or National Park. Unfortunately, the efforts were not successful. At the federal level, the administration was trying to close, not open, national parks, and was especially cool to the Urban Cultural Park idea.

A former member of the HAER team was hired by the City Redevelopment office and prepared a voluminous nomination to designate the Great Falls as a National Landmark. President Gerald Ford visited Paterson on June 6, 1976, and made the landmark presentation at a ceremony attended by 60,000 residents.

DISTRICT EVENTS

The Falls area had always attracted tourists. The new publicity brought groups and individuals from all over the world to visit and participate in tours. The Great Falls Development Corporation, on February 15, 1976, sponsored a "Winter Walk of Paterson and the Great Falls" that drew 1,300 people on a cold and dreary Sunday. On May 15, 1977, a 12-mile bike tour featuring the District and the Paterson area attracted hundreds from the region. Many groups, such as the Northeast Victorian Studies Association, the Victorian Society of America, the American Society of Civil Engineers and the Association of American Geographers, organized tours around the District.

The District served as the backdrop for a Paterson director's first feature-length film. It was written and produced by two other Eastside neighborhood residents. Mary Ellen Kramer and Frank Blesso literally opened the doors of the City. The Ryle House provided the primary set. The film contained many shots of the District including a grizzly murder scene from the interior of the un-restored Rogers Building. "Communion" premiered in Paterson on November 13, 1976, at the downtown Fabian Theater. Proceeds from this gala world opening were donated to the Great Falls Development Corporation. The murder-mystery, ultimately released as "Alice Sweet Alice," is perhaps most notable for containing the debut of a New Jersey 12-year old, Brooke Shields.

NATIONAL CIVIL AND MECHANICAL ENGINEERING LANDMARK

Frank Blesso prepared the successful nomination of the Great Falls power and raceway system as a National Civil and Mechanical Engineering Landmark. A dedication ceremony was held May 20, 1977, the 50th anniversary of Lindbergh's crossing the Atlantic powered by a Wright Aeronautics engine made in Paterson.

EDA TITLE IX FUNDING

In the late '70s, Paterson received substantial funding from the federal Economic Development Administration, under its Title IX program. This enabled the City to make substantial progress in implementing the Great Falls District multi-use concept. The preliminary survey and planning work undertaken by John Young and the Redevelopment staff, in the early 1970s, was updated and expanded. An official redevelopment area was designated for a large portion of the Great Falls District. This enabled the City to have both control and flexibility when dealing with developers. The Title IX funding enabled the complete restoration of the Rogers Erecting Shop, transforming it into a modern office building with the relocated Paterson Museum on the first floor. This high-quality work serves as a standard for private developers.

Properties acquired by DOT intended for demolition were re-acquired by the City to be resold to private developers under the redevelopment plan.

The Essex and Phoenix mill complexes were converted into 144 units of attractive loft apartments for artists and families. The City's Department of Community Development succeeded in obtaining a special waiver from HUD to permit single artists to receive Section 8 rent subsidies which are normally only granted to families, the elderly or the handicapped.

The Franklin Mill was purchased and converted into a modern four-story office building retaining all its exterior features.

Federici Park, with its gleaming fountain and attractive gazebo, was created to ease the transition from the Historic District to the downtown area.

The upper-raceway area was transformed into a park with a walkway, lighting and benches.

The Ivanhoe Wheelhouse and adjacent spillway were restored.

New parking areas were created along with roadway and street-scape improvements.

The City amended its Zoning Ordinance to encourage loft apartments and to provide for a local Historic Preservation Commission with the responsibility for reviewing all construction in the District.

FIND A LOCOMOTIVE

From 1837 to 1923, Paterson was the home of six steam locomotive manufacturers which built approximately 23% of all 19th century American steam engines. They included the Rogers "General" and the Danforth-Cooke "Texas" Civil War engines, and the Rogers "119" Golden Spike Ceremony engine. Yet, there was not a single example remaining in Paterson. Mary Ellen Kramer and the City's Department of Community Development staff set out to remedy that situation. They searched the world and located an Alco-Cooke tender engine rusting away in Pennsylvania. The Great Falls Development Corporation mounted a fund-raising effort and brought the engine back to Paterson. The real prize example, however, a Cooke 2-6-0 "Mogul" engine "299" and tender were sitting on display since 1955 at the Balboa Heights railroad station in the Panama Canal Zone. Only a few days before the Canal Zone was turned over to Panama, Mayor Pat Kramer, after a lengthy negotiation, stood on the docks at dawn in the Canal Zone when Engine "299" was placed on a giant tender for its final passage through the locks of the Panama Canal. At the end of its canal journey, it was hoisted onto a freighter for its final trip home, arriving on June 6, 1979. Both locomotives are now on display in the yard of the Rogers Building and Paterson Museum.

MODIFIED HIGHWAY CONNECTOR

DOT officials and engineers, after being forced to abandon the original peripheral highway concept, worked with City officials and citizen groups to redesign the highway to a connector road, whose sole purpose is to serve the downtown and Great Falls area. The highway engineers adopted the City's design elements which were developed for the Historic District and incorporated them into the connector road. The connector, now known as Route 19, was opened in October 1992. The early reviews and renewed interest by developers, in both the Historic District and downtown, appear to support the notion that the City at long last has a transportation link that serves rather than severs.

PROJECT UPDATE

The concepts and ideas developed in the late '60s and early '70s are still only partially realized. There were severe setbacks due to disastrous fires and a depressed real estate market. The National Park Service, largely as a result of Senator Lautenberg's efforts, in 1992 allocated \$4.2 Million for the Great Falls Historic District and is currently working with City officials on further improvements, focusing on the fire-damaged vacant and under-utilized structures in the District. Frank Blesso is the coordinator for the City's end of this partnership, and meets with a core advisory group of citizens and officials who are working with the National Park Service staff.

Former Congressman Robert A. Roe pursued the establishment of a National Park under the auspices of the Park Service. Mary Ellen Kramer and others, however, had reservations about the possibility of losing local and community control of the area. Concerns vanished after seeing the impact of federal dollars successfully applied to another early industrial community, Lowell, Massachusetts. Roe's successor, freshman Congressman Herb Klein, has recently introduced new National Park legislation for the District.

The Great Falls Committee, which became the Great Falls Development Corporation, has recently changed its name to the Great Falls Preservation and Development Corporation. It continues its community function of sponsoring events and fund-raising activities. In 1991, the Corporation commissioned Ellen Denuto, a resident of the Essex Mill and a member of the City's Historic Preservation Commission, to prepare a photographic poster to highlight the District and to be used to raise funds. The Corporation also funded a visual preference and planning study of the District and is active in efforts to prevent the demolition and removal of the remnants of structures severely damaged by fires.

The Falls Festival, which started in 1971, ran continuously until 1982, attracting many thousands. Each year the Festival featured an aerial act, including appearances by perhaps the two most famous practitioners in the world, Philippe Petit and Carl Walenda. After a change in administration, the Festival was cancelled citing the strain on the City's

financial resources. In 1992, as part of the Bicentennial celebration of the City's founding, Mayor William J. Pascrell, Jr., one of the members of the original Great Falls Committee and active in its Passaic County Community College effort, brought back the Falls Festival to cheering crowds. The Festival enjoyed continued success in 1993.

There has been renewed activity related to the physical development of the District. The largest vacant structure, the four-story Cooke mill, is undergoing complete restoration in a \$9 Million mixed-use project, involving St. Joseph Hospital's Family Care Center on the first two floors and 34 units of affordable rental housing on the two upper floors.

The City recently foreclosed and regained possession of 13 parcels of land and buildings from a developer who was unable to obtain financing to complete the rehabilitation. One structure, the former School 2 at Mill and Passaic Streets, vacant and deteriorating since its purchase by DOT in 1970, has been transferred to the school district. Plans are being prepared and funding is in place to restore the building to its original school purpose as a modern early-childhood learning center. The Department of Community Development is currently negotiating with several developers for the sale and redevelopment of the remaining parcels, including a seven-acre tract along the river, which contains the historic but fire-damaged Colt, Todd and Waverly mills.

The activity in the District has had its intended spillover effect into the downtown area. The new highway connector, Route 19, provides excellent access to both the District and downtown. The City is currently negotiating with a developer to construct a major office/retail complex called Center City at the terminus of Route 19 at Ward and Main Streets. City officials gained substantial financial assistance from the State of New Jersey for the project in the form of low-interest financing and a commitment to lease 60,000-square feet of space in the first phase of development.

The development process, inspired by John Young and implemented by Mary Ellen Kramer, Frank Blesso and dozens of others, continues. The vision was never to create a District with a defined boundary containing Williamsburg-type buildings, as Mary Ellen used to say, "with purple ropes around them." Rather, the vision centered around the use of the gift of nature, the Great Falls, as an inspiration to enhance the surrounding area, to build industry and jobs, attract visitors and new users to the area and buildings, and to build pride and vitality throughout Paterson and its neighborhoods.

THE GREAT FALLS PROJECT SUPPORTING EXHIBITS

Over the 25-year span of the project, there have been hundreds of maps, reports, pamphlets, newspaper and magazine articles, archaeological artifacts and thousands of slides and photographs about the Great Falls area. The following exhibits have been selected as representative of some of the key elements of the project process.

Exhibit A. Video. Part 1: *Historic Paterson, New Jersey*, by B. Cannon Moore, 1988 (13 minutes). (Presents background history on the Great Falls, the founding of Paterson, and the design of the raceway system which served the industrial buildings. It also shows many of the project accomplishments including the restoration of the Ivanhoe Wheelhouse, the Rogers Erecting Shop, the Union Works, the Ryle/Thompson/Argus complex, the Franklin Mill, the Phoenix and Essex Mills and the new Federici Park.)

Part 2: *Paterson Prime Time*, by Ming, 1993 (6 minutes). (Although this is primarily an economic development promotional piece, it demonstrates the importance local officials place on the modified highway connector and shows its opening ceremony attended by Governor Florio and other dignitaries. It also shows current downtown projects, the Federici Park fountain and the rendering and start of conversion of the Cooke Mill.)

Exhibit B. Map. Alignment of Route 20 Peripheral Highway through Paterson, scale 1" = 200', signed by Mayor Lawrence F. Kramer, Jr., September 20, 1968, N. J. Department of Transportation.

Exhibit C. Nomination Form. National Register of Historic Places, dated October 14, 1969, entered April 17, 1970.

Exhibit D. Magazine article. "Proposal for Paterson," by Adele Chatfield-Taylor, *Architectural Forum*, Jan. - Feb., 1970, 72-76.

Exhibit E. Project Proposal. Great Falls/SUM, by the Great Falls Project Committee and Urban Deadline, dated January 25, 1971.

Exhibit F. Commemorative Newspaper Supplement. Great Falls Festival of Paterson, September 1st-5th 1971, The Paterson News. (Note article on Page 11, "First Lady Finding Mission: Possible.")

Exhibit G. Report. The Great Falls/S.U.M. Historic District, by Mary Ellen Kramer, January, 1973.

Exhibit H. Magazine article. "The 'Pat' Kramers of Paterson, New Jersey, by Dean Brown, *American Home*, January, 1973.

Appendix F

- Exhibit I. Report. Great Falls - SUM Survey, by the Historic American Engineering Record, Summer 1973.
- Exhibit J. Letter. New Jersey Department of Transportation to Great Falls Development Corporation, September 30, 1974. (The letter forwarded an agreement in which the State agreed to new studies incorporating a multi-disciplinary approach and public participation to examine six alternative concepts for the highway and to work with a steering committee appointed by the Mayor of Paterson.)
- Exhibit K. Newspaper article. "Mayor's Wife Directs Preservation of District; Paterson presents its industrial past," *The Star Ledger*, March 23, 1975.
- Exhibit L. Pamphlet. The Great Falls; S.U.M. Historic District, by Great Falls Development Corporation, circa 1977. (Includes early history, recent history, photo of President Ford dedicating the Great Falls Historic District as a National Landmark on June 6, 1976, and outline of walking tour with photos and narrative descriptions of mills and district features.)
- Exhibit M. Dedication Program. The Great Falls Raceway and Power System, National Historic Mechanical and Civil Engineering Landmark, by Francis J. Blesso and Jack R. Stokvis, dated May 20, 1977. (Outlines the evolution of the raceway and power system, and highlights the many engineers, businessmen and workers who produced products in Paterson.)
- Exhibit N. Pamphlet. Welcome Home "299," June 1979.
- Exhibit O. Pamphlet. Map and description, Route 20 Connector from 1-80 to Main Street, New Jersey Department of Transportation. (From public information pamphlet issued prior to construction. Shows modified alignment with minimal impact to the Great Falls Historic District.)
- Exhibit P. Photo. Aftermath of several fires at Waverly Mill, by Tom Groenfeldt, 1993. (Shows sample of challenges to be faced in reuse and development of the District.)
- Exhibit Q. Newspaper article. "Paterson activist Mary Ellen Kramer dies," *The Record*, July 20, 1993.
- Exhibit R. Newspaper guest editorial. "'She did wonderful things' for Paterson," *The Record*, July 28, 1993.
- Exhibit S. Newspaper article. "A Mixed-Use Plan for Growth in Paterson," *The New York Times*, August 1, 1993. (Shows current status of development activity in the downtown.)

Appendix F

Exhibit T. Newspaper article. "Developer buys downtown Paterson land for housing and retail center," *The Star Ledger*, dated August 5, 1993. (Shows current status of development activity.)

In Separate Tube

Exhibit U. Poster. Historic Paterson, by Ellen Denuto, Great Falls Preservation & Development Corporation, 1991.

APPENDIX G

National Historic Landmark Documentations

1967–1984 National Natural Landmark

U.S. Department of the Interior
National Park Service
National Natural Landmarks Program



Name: Great Falls of Paterson-Garrett Mountain

Location: Passaic County, New Jersey

Description: This approximately 313-acre site consists of two portions: Great Falls of Paterson (4 acres) and Garrett Mountain (309 acres) which reveal the first Watchung lava flow and the underlying Triassic Brunswick mudstone over which the lava flowed. Outpouring of the Watchung basalt began long after the start of detrital sedimentation in the Newark Basin without preliminary explosive activity. Fluid lava was spread at least 50 miles in single flows 150 to 175 feet thick. In a general way the distribution of the lava records the axial position of the Newark Basin. There are excellent exposures of both platy and columnar jointing, and the west flank of the mountain is marked by a long normal fault that records break-up of the Newark Basin after accumulation of the Brunswick Formation and its lava flows. The glacially smoothed crest of Garrett Mountain affords an excellent view of the gorges of the Passaic River that cut into the hard lava ridges of the three Watchung lava flows. The river notch and vertical cliffs in which it occurs exhibit a joint system with the boulders below the cliff face illustrating the action of stream and frost in disrupting jointed rocks. The Passaic River is the principal drainage of the Great Swamp area that formerly was occupied by glacial Lake Passaic. At the falls, the river drops about 75 feet from the basalt cliffs and cuts its downstream channel into the more erodable sandstone.

Significance: Great Falls of Paterson and Garrett Mountain provide an excellent illustration of the jointed Watchung basaltic lava flow which began a period of extrusion and intrusion throughout eastern North America in the early Mesozoic influencing present day landforms in this region.

Ownership: Municipal and County

Designation: May 1967; enlarged January 1984

Evaluation: Passaic Falls by Robert H. Rose, Geologist, October 1966; North Garrett Mountain First Watchung Lava Flow by F. B. Van Houten, Princeton University, March 1977

1976 S.U.M. Great Falls Historic District

Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

GREAT FALLS OF THE PASSAIC/SOCIETY FOR ESTABLISHING USEFUL

AND/OR COMMON

MANUFACTURERS

GREAT FALLS/S.U.M. HISTORIC DISTRICT

2 LOCATION

STREET & NUMBER

See boundary description - item 10

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Paterson

VICINITY OF

STATE

CODE

COUNTY

CODE

New Jersey

Passaic

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

☒ DISTRICT☐ PUBLIC☒ OCCUPIED☐ AGRICULTURE☐ MUSEUM☐ BUILDING(S)☐ PRIVATE☒ UNOCCUPIED☐ COMMERCIAL☒ PARK☐ STRUCTURE☒ BOTH☒ WORK IN PROGRESS☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ SITE

PUBLIC ACQUISITION

ACCESSIBLE

☐ ENTERTAINMENT☐ RELIGIOUS☐ OBJECT☒ IN PROCESS (portions)☐ YES: RESTRICTED☐ GOVERNMENT☐ SCIENTIFIC☐ BEING CONSIDERED☒ YES: UNRESTRICTED☒ INDUSTRIAL☐ TRANSPORTATION☐ NO☐ MILITARY☐ OTHER:

4 OWNER OF PROPERTY (Raceways, surrounding land and water rights)

NAME

City Of Paterson

STREET & NUMBER

155 Market Street

CITY, TOWN

STATE

Paterson

VICINITY OF

New Jersey

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Passaic County Courthouse

STREET & NUMBER

CITY, TOWN

Paterson,

STATE

New Jersey 07505

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic American Engineering Record

DATE

Summer, 1973; Summer, 1974

☒ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR

SURVEY RECORDS

Library of Congress

CITY, TOWN

Washington, D.C.

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

In its original appearance the Great Falls of the Passaic was a geological feature, the basaltic ridge of the Watchung Mountains, through which the Passaic River flowed into an eroded gorge. In its unaltered form, the Falls was a natural site of great beauty. The gorge and water-fall remained substantially unaltered, though a bridge and water pipe cross the gorge, the surrounding area has been gradually developed by harnessing the power of the Passaic River.

The Society for Establishing Usefull Manufactures (S.U.M.) was organized to develop the water power at the Great Falls Site. Construction of the raceway system for direct water power to mill sites began in 1792. The Society made major additions and alterations in the raceway system; in 1800-02, 1807, 1827-28, 1838-40, and 1846. The three-tier raceway system remains substantially unaltered from its 1846 appearance though the S.U.M. added two feet to its dam in 1864 and a concrete sluiceway to supplement the S.U.M. Gatehouse at the river entrance in the 20th Century.

In 1912-14 the S.U.M. cut through the cliff near the falls and built a hydro-electric plant to use the water of the Passaic River, supplementing the function of the raceway system and increasing the power available. The S.U.M. raceway system still functions as a source of industrial process water and as a standby fire protection reservoir. The City of Paterson is developing the area along the raceways as a scenic park, restoring the raceways where necessary. There are over a mile of raceways spread out through the Great Falls/S.U.M. site.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1792-1864, 1912-14 BUILDER/ARCHITECT Pierre Charles L'Enfant, &
 STATEMENT OF SIGNIFICANCE others

The Great Falls/S.U.M. Raceway System was the first attempt within the United States to harness the entire power of a major river. Stimulated by Alexander Hamilton, the S.U.M. and its raceway system was the engineering embodiment of a political principal. Hamilton and others wished to achieve America's independence from British manufacturers. Hamilton and his friends established the S.U.M. in order to demonstrate the profitability of American manufacturing. On November 22, 1791 the promoters obtained a New Jersey Charter for the Society for Establishing Useful Manufactures. The authorized capital of the new company was \$500,000, an enormous sum for those days. In order to develop large scale manufacturing the S.U.M. needed a major water power development. The 65 foot head available at the Great Falls site offered the opportunity for such a development. William Duer, the first governor of the S.U.M., and a Mr. Allon, an unknown French engineer developed the first plan for the Great Falls Site. They proposed to open a channel above the Great Falls and to build a power and transportation canal all the way to tidewater at the present site of Passaic, New Jersey. The canal would have been 6 miles long. The Duer - Allon plan offered the advantage of transportation from above the Great Falls to tidewater and the development of slightly increased power. However, the plan also would have required enormous capital expenditures. In July of 1792 the directors abandoned this plan as beyond the limited financial and engineering resources of their company.

Alexander Hamilton, his father-in-law, Phillip Schuyler and possibly an Irish engineer Christopher Colles, developed the second plan for the S.U.M. Raceway System. Thomas Marshall, the S.U.M.'s English textile engineer also assisted in developing the plan. The principal obstacles to be overcome were a ravine adjoining the river and a rock ridge beyond the ravine before one reached the proposed mill sites. The new plan called for filling in a dyke bridging across the ravine or using the ravine as a reservoir and cutting through the rock ridge beyond. The transportation canal was abandoned in this second plan.

Hamilton requested Pierre Charles L'Enfant, a French engineer, who had come to America during the Revolution, to examine the plan proposed by the Society. In August of 1792 L'Enfant came to Paterson, examined the site, criticized the Hamilton - Schuyler plan and developed his substitute plan which was accepted by the Society. L'Enfant proposed to open

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Harold C. Syrett, ed., The Alexander Hamilton Papers
 Levi Trumbull, History of Industrial Paterson
 Historical Society of Pennsylvania, Roswell Colt Papers
 Tench Coxe Papers
 New York Public Library, Philip Schuyler Papers

10 GEOGRAPHICAL DATAACREAGE OF NOMINATED PROPERTY 108

UTM REFERENCES

A	ZONE	EASTING	NORTHING	B	ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Beginning at the Passaic River Bank where Walker Street extended meets the river, thence east along Walker Street to Reservoir Road extended, Thence south along Reservoir Road to Grand Street, thence east along Grand Street to Morris Street, thence north along Morris Street to Barbour Street, thence east along Barbour Street and Barbour Street extended to former Pine Street, thence north along former Pine Street (cont)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

RUSSELL I. FRIES, HISTORIAN

ORGANIZATION

HISTORIC AMERICAN ENGINEERING RECORD

DATE

2/9/76

STREET & NUMBER

414 East 42nd Street

TELEPHONE

(201) 684-4082

CITY OR TOWN

Paterson

STATE

New Jersey**12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION**

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ____

STATE ____

LOCAL ____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

Appendix G

Form No. 10-300a
(Rev. 10-74)

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SIGNIFICANCE	8	2

a channel to the river through the rock using an aqueduct to cross the ravine and blast a gap (now known as La Fontaine's Gap, an obvious corruption of L'Enfant) in the rock ridge to the east. The Society retained L'Enfant as the project engineer and construction began under his direction. Despite progress on the aqueduct and blasting operation, the directors became disappointed with the progress of L'Enfant's plan. The panic of 1792 injured the resources and credit of the Society, and L'Enfant's expenses mounted up at a rapid rate which seemed excessive to the directors. The directors were also displeased by the fact that water was not yet available to operate the mills in early 1793. At a directors' meeting on June 9th the Board dismissed L'Enfant and replaced him with Peter Colt, an American without any significant engineering experience as the superintendent of the Society. The Society felt that an untrained American was better able to carry out an American engineering project than a trained engineer.

L'Enfant's departure from Paterson left Peter Colt in full control of the project, but it certainly did not end the construction problems. Colt followed the simplest and least complicated plan in an attempt to keep both labor costs and engineering requirements low. Instead of carrying water across the ravine, the ravine was used as a reservoir. From the reservoir water passed through the gap in the rocks and into a single raceway which continued only to the site of the Cotton Mill.

Colt abandoned L'Enfant's plan to have an aqueduct serving as a transportation canal, and power canal and carriage way. Peter Colt's plan had the advantage of a low first cost, but ultimately cost more than L'Enfant's because the reservoir leaked and was abandoned in 1846. The raceway system of 1846 (and today) resembles the L'Enfant plan far more than Colt's design.

Peter Colt brought water to the S.U.M. mill during the summer of 1794 and the mill began to turn out cotton textiles. However, the business was not profitable and the factory closed in 1796. The S.U.M. did not go out of existence but simply suspended operations. In 1800 the S.U.M. leased the site of the Essex Mill, a paper manufacturer. Between 1800 and 1802 the S.U.M. constructed an increased length of raceway from the location of the first mill to serve the new factory. In 1807 the demand for mill sites increased and the S.U.M. constructed an entirely new canal level below the original canal. In 1827-28 additional demand forced the S.U.M. to construct a third level raceway above the previous two. The S.U.M. raised the earthen embankment at the end of

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SIGNIFICANCE	8	3

of the reservoir and built a channel along the side of the ridge at L'Enfant's Gap. Also at this time the S.U.M. added locks from the river into the reservoir so that the new upper raceway level could be used as a transportation canal from the river. In 1838-40 the S.U.M. abandoned its previous wooden dam and constructed a new masonry dam further down stream towards the Great Falls. In 1846 the leaky reservoir forced the S.U.M. to abandon Colt's design, cut a new channel into the river bed and then carry the water across the ravine on top of the former reservoir embankment. In 1864 the S.U.M. raised the masonry dam by two feet in order to increase the storage and head of the system. In its ultimate form the raceway was capable of developing over 2,000 horsepower. Since an individual mill power was 17 horsepower, the size of this development compared with most previous engineering was enormous.

Use of the water through the raceway system continued to expand into the 20th Century as industries prospered in Paterson. However, by about 1900, it was apparent that the individual water wheel using water from the raceway was generally less efficient than a central station generating hydro-electricity from the river. If the entire machinery of a mill was not turning then the full horsepower of the water wheel driving the machinery was not necessary. As the flow of water through a wheel was decreased the efficiency generally fell markedly. Similarly unless the three raceway levels were using precisely the same quantity of water then there would be a disequilibrium between them and water would be wasted in supplying the one with heaviest demand while the others used only part of the water. In 1910 the S.U.M. developed plans for a hydro-electric station. It persuaded the mill owners to accept electricity from the hydro-electric plant instead of the water at their mill sites. The new hydro-electric plant had a maximum capacity of 6500 horsepower using four boiler-case double-runner Francis turbines by the S. Morgan Smith Co., and Westinghouse alternators. Thus the hydro-electric plant further increased the power that could be developed from the Great Falls. In the early 20th Century the S.U.M. constructed a new sluiceway structure behind the S.U.M. Gatehouse where water was admitted from the river into the raceway system. For the most part the raceway system remains as it was in 1846.

Besides the significance of the first major hydraulic power

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STATEMENT OF SIGNIFICANCE	8	4

development in the U.S. the S.U.M. raceway system also shows the gradual perfection of American engineering. The early raceway system wasted much power. The hydro-electric plant wasted almost none.

IMPORTANT STRUCTURES ALONG THE RACEWAYS

1. Site of original S.U.M. Dam and raceway entrance. The approximate location of the dam and locks from the river have been determined. The channels were filled in, in the 1880's and it is hoped future archeological investigations will expose the rock-hewn locks.
2. The second S.U.M. Dam, located approximately 150' upstream from the Great Falls. Built of massive sandstone blocks attached to the river bed by iron cramps the S.U.M. Dam preserves its 1846 appearance, though two feet were added in 1864. The dam has deteriorated due to lack of maintenance. However, restoration to like new condition is part of the plan for reactivating the S.U.M. hydro-electric plant.
3. The S.U.M. gatehouse at the entrance to the canal stands in the same place as it did in 1846. Though the gates have deteriorated and the structure no longer functions the gate machinery (a rack and pinion system) is still in place and probably original. Restoration to new condition is planned.
4. The Ivanhoe Wheelhouse is located near the spillway from the upper to the middle race. Part of the building dates to the 1840's, when it served as a rag storage and sorting house. The rear portion was added during the 1850's when the turbine began to replace the waterwheel. The wheelhouse took water from the upper race via an iron penstock seven feet in diameter. The vertical shaft turbine 87 inch wheel generated over 200 horsepower, the largest single wheel on the raceway. The wheel and penstock went for scrap during World War II, but restoration may be accomplished via a New Jersey Green Acres grant.
5. The single most exciting discovery of the 1973-74 Archeology Salvage Project and the Historic American Engineering Record Survey

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STATEMENT OF SIGNIFICANCE	8	5

was the Market Street underground raceway, arched and covered during the 1850's, sealed and forgotten when the raceway ceased to function as a source of power. At the end closest to Spruce Street the tunnel is made of arched sandstone blocks, with carefully cut dressed sandstone arches at the corner. As the raceway proceeds parallel with Market Street towards Mill Street it increases in height and width, and changes to vaulted brick construction. The tunnel is in almost perfect condition, except for about 15 feet damaged during the Department of Transportation's construction operations in the vicinity.

6. The Essex Mill penstock and reservoir. A late 19th Century iron trunk and a portion of a three foot penstock remain behind the Essex Mill. Remnants of the turbine may exist below the mill floor.

7. Essex Mill spillway. This rebuilt spillway has the date stone, S.U.M. , 1838 on it.

8. Sandstone bridge over the raceway at Passaic Street was built by Miller in 1850.

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IMPORTANT ENGINEERS AND OTHERS INVOLVED IN THE DESIGN AND DEVELOPMENT OF THE
SUM RACEWAY SYSTEM

CONTINUATION SHEET	ITEM NUMBER	PAGE
STATEMENT OF SIGNIFICANCE	8	6

Alexander Hamilton - As the first Secretary of the Treasury Hamilton was deeply involved with the success of the S.U.M. plan. He played a crucial role in choosing the Great Falls site as well as helping in the preliminary design work for the raceways. Hamilton brought Pierre L'Enfant and almost all the principal workmen into contact with the Society.

Thomas Marshall - An English textile machinery engineer, Marshall conducted the survey of possible power sites in the New Jersey area for the S.U.M. He was accompanied by Joseph Mort and William Hall for part of the time, but found M^e Allon hopelessly French.

M^e Allon - An unknown Frenchman, possible with an engineering background, who developed the Duer - Allon plan for the power/transportation canal to tidewater. He disappears after 1792.

Pierre Charles L'Enfant - Planner of the new capital, L'Enfant was an engineer/architect of high quality. After leaving the Washington project he was suggested by Hamilton to the Society. Though the plan was not completed under his direction it was, in effect, carried out by his successor.

Peter Colt - A former treasurer of the State of Connecticut, Peter Colt was also involved with the ill-fated Hartford Wollen Factory. Colt left the S.U.M. in 1797 when manufacturing operations ceased. He continued his engineering work with Philip Schuyler on the Western Inland Lock Navigation Company, predecessor of the Erie Canal. After 1807 Colt returned to Paterson.

John Colt - Son of Peter Colt, took over as the Society's hydraulic engineer during the period of the Society's greatest growth. Colt and the Society helped sponsor the Franklin Institute's Water wheel study. Colt brought the raceway system to its state of maximum development.

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John H. Cook - Engineer for the S.U.M. , Cook was a recognized professional member of the A.S.C.E. Cook supervised the design and construction of the S.U.M. hydro-electric plant.

Philip Schuyler - Alexander Hamilton's father-in-law, Schuyler was also a technically knowledgeable individual, though not an engineer. Schuyler was involved in the initial engineering surveys around the Great Falls. He assisted in the decision to abandon the Duer - Allon plan, and advised Hamilton on alternate plans. Schuyler later went on to promote the Erie Canal route through his Western Inland Navigation Company until his death in 1807.

Christopher Colles - An immigrant Irish engineer, Colles was responsible for much engineering work in the U.S. He attempted to develop a steam-driven public water system in New York City, but the Revolution aborted it. In 1792 he aided in engineering the locks at South Hadley Falls on the Connecticut River. His involvement in the S.U.M. project is not certain, but he was well known to Philip Schuyler and was in the area at that time.

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List of Illustrations		
Plan 1 -	Contour Map of Great Falls/S.U.M. Historic District Original Scale 1" = 100'. Historic American Engineering Record	
Plan 2	Paterson Raceway System and mills at present - Historic American Engineering Record, Scale 1" = 50', sheet 3 of 5.	
Plan 3	Ibid - Sheet 4 of 5	
Plan 4	Ibid - Sheet 5 of 5	
Plan 5 -	Duer - Allon plan - 1792, Historic American Engineering Record.	
Plan 6 -	Paterson Raceways, 1792-1799, Historic American Engineering Record	
Plan 7	Paterson Raceways, 1800-1827, Historic American Engineering Record.	
Plan 8 -	Paterson Raceways, 1828-1837, Historic American Engineering Record.	
Plan 9	Paterson Raceways, 1838- present, Historic American Engineering Record.	
Plan 10 -	Outline of Historic District	
Plate 1 -	General overview of Falls S.U.M. Dam and hydro-electric plant, Historic American Engineering Record.	
Plate 2 -	S.U.M. Hydro-Electric Plant, January 17, 1917, Reid Studio.	
Plate 3 -	S.U.M. Hydro-Electric Plant interior, 1971 - Historic American Engineering Record.	
Plate 4 -	Lower Raceway along Van Houten Street, Historic American Engineering Record.	

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<p>Plate 5 - Danforth Cooke Locomotive Works, Market Street ca 1860's showing portions of raceway in foreground that were later covered. Further up raceway already covered, Livitsanos Photography Studio.</p> <p>Plate 6 - Historic American Engineering Record team and archeology salvage project in covered tailrace along Market Street, Historic American Engineering Record.</p> <p>Plate 7 - Ivanhoe Wheelhouse with penstock, April 6, 1916, Reid Studio.</p> <p>Plate 8 - Upper raceway, spillway and Ivanhoe Wheelhouse under re-construction, 1973, Historic American Engineering Record.</p> <p>Plate 9 - A forty-foot iron water wheel under construction in the Danforth-Cooke shop in Paterson, Passaic County Historical Society.</p> <p>Plate 10 - Middle raceway ca 1860's showing flume trunk from upper race crossing to Passaic Mill No. 2., Passaic County Historical Society.</p> <p>Plate 11 - Rogers Locomotive Works, Spruce Street showing flume trunks to the Jefferson Mill (1831) and Morris canal in background, Trumball.</p> <p>Plate 12 - Rogers Works, 1905, showing large factory complex using water- Factory Mutual Assurance Association.</p>		

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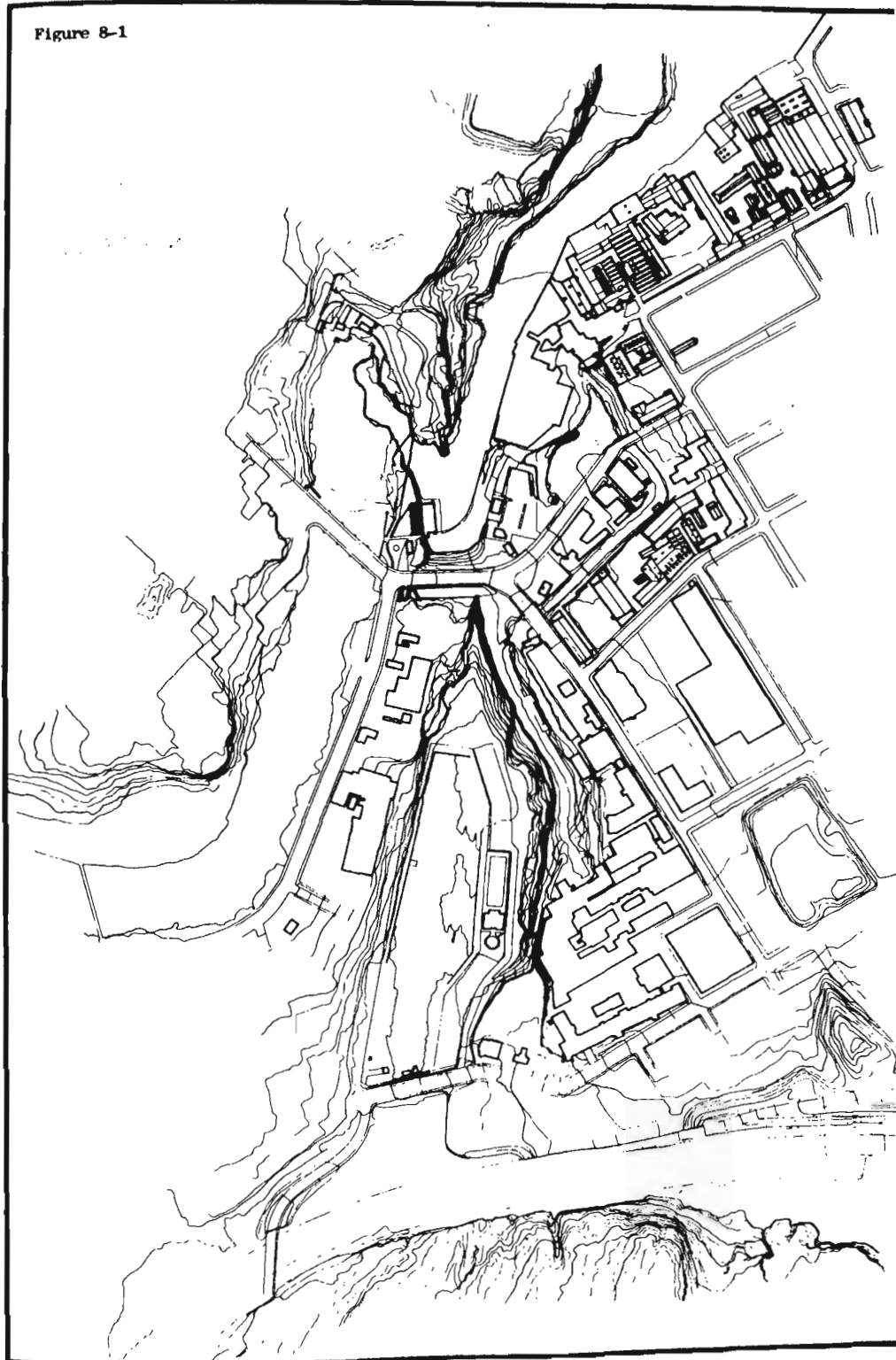
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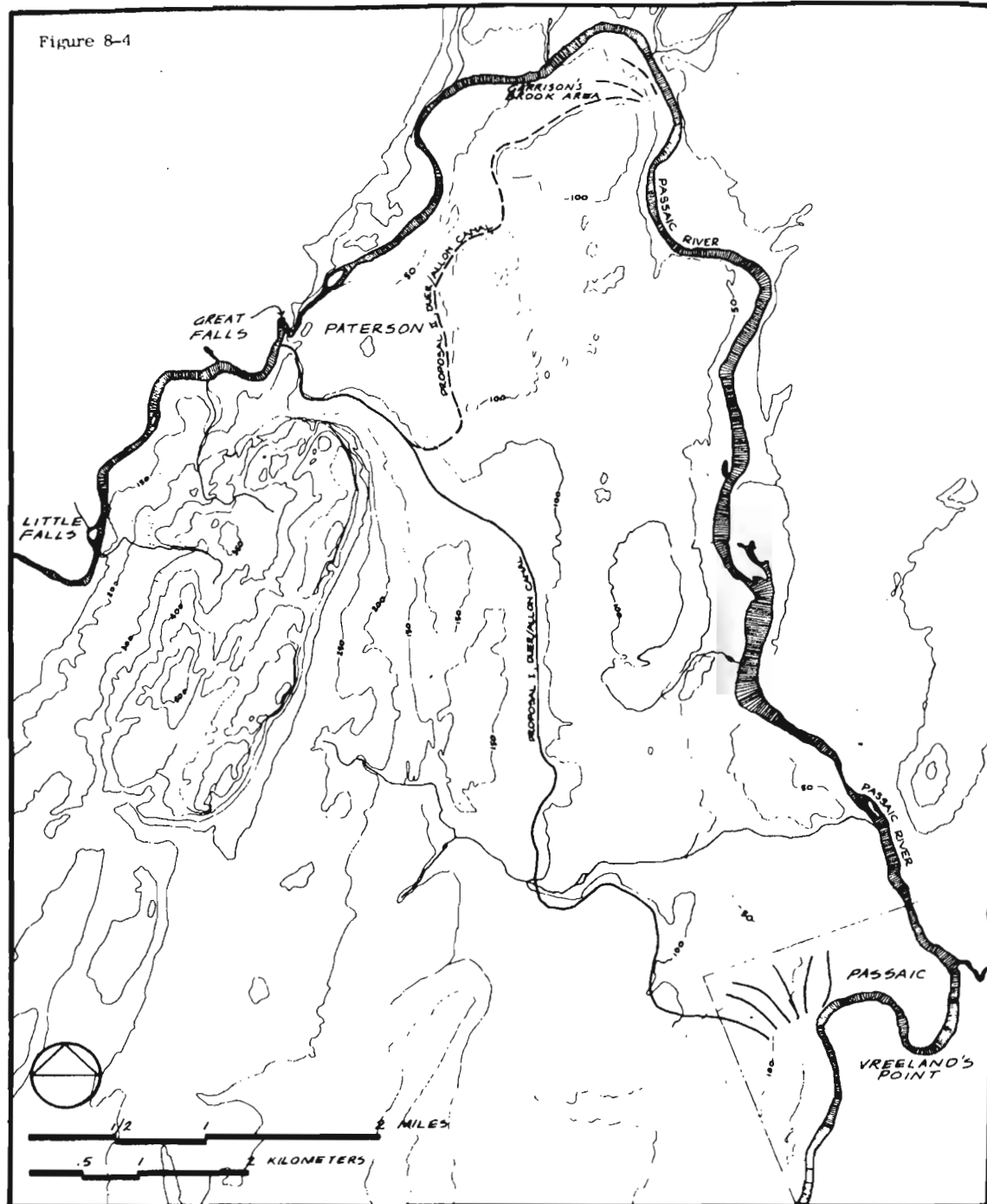
DATE ENTERED

CONTINUATION SHEET	ITEM NUMBER	PAGE
GEOGRAPHICAL DATA		
Verbal Boundary Description	10	2

to Oliver Street, thence east along Oliver Street to Mill Street, thence north along Mill Street to Van Houten Street, thence east along Van Houten Street to Curtis Place, thence north along Curtis place to River Street, thence east along River Street to West Broadway, thence north-west along West Broadway and across the Passaic River to Ryle Avenue, thence west along Ryle Avenue to the Valley of the Rocks, thence along the cliff edge of the Valley of the Rocks to Walnut Street, thence west along Walnut Street to Maple Street, thence southwest along Maple Street to Wayne Avenue, thence southeast along Wayne Avenue to the Bank of the Passaic River, thence southwest along the Passaic River to a point on the bank where a line from the first course extended meets said bank, thence across said river to the place of beginning.

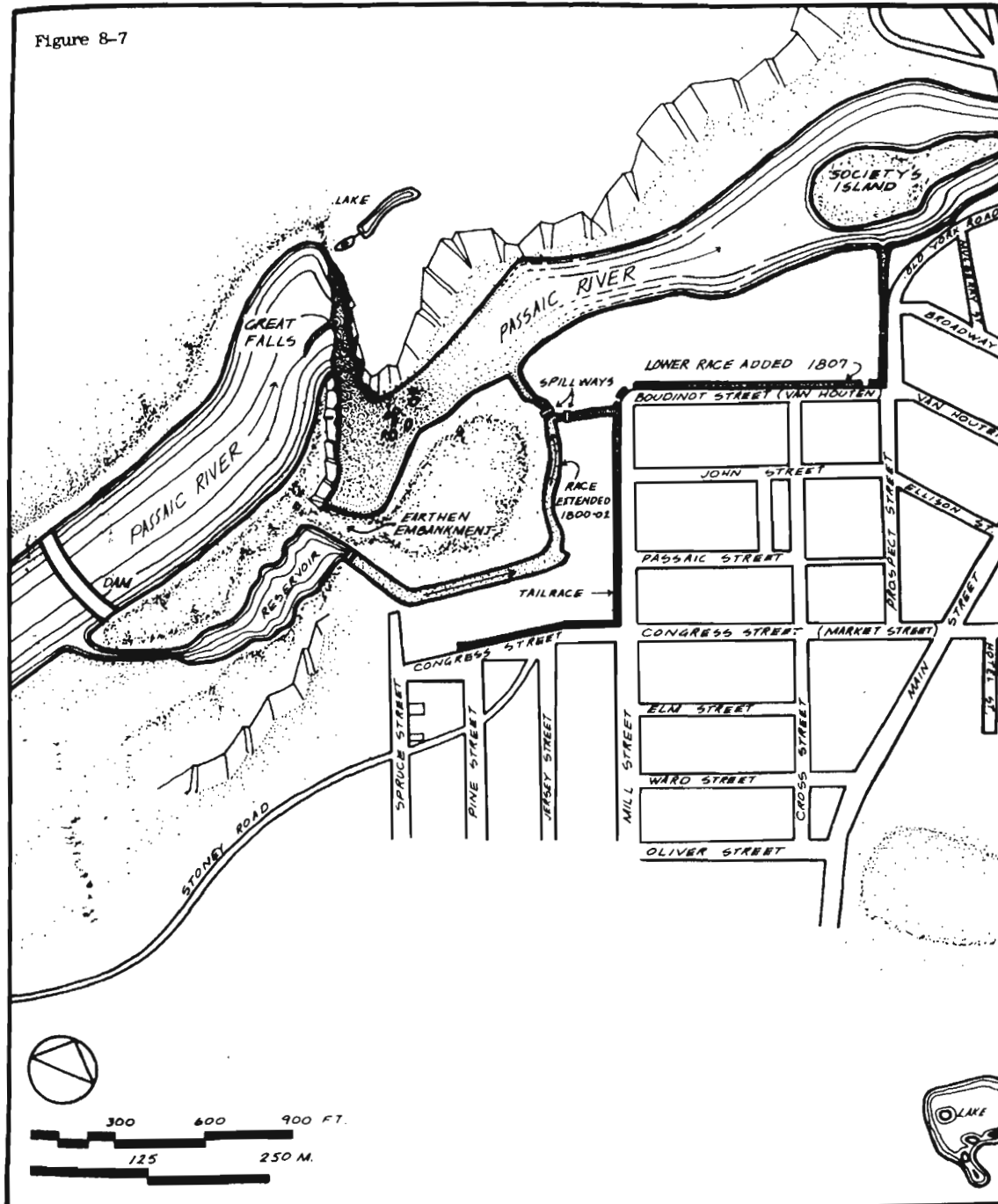


Contour Map of Great Falls/S.U.M. Historic District
Original Scale 1" = 100'. Historic American Engineering



DUER-ALLON PLAN, [1792]

MAP OF THE PASSAIC RIVER BASIN, PATERSON TO TIDEWATER, SHOWING HYPOTHETICAL ROUTE FOR DUE-ALLON CANAL TO VREELAND'S POINT [PASSAIC], NEW JERSEY AND GARRISON'S BROOK [NE PATERSON].
 SOURCE: TRACED FROM USGS MAP OF PATERSON, 1955.
 MAP PREPARED BY THE HISTORIC AMERICAN ENGINEERING RECORD, HAER.

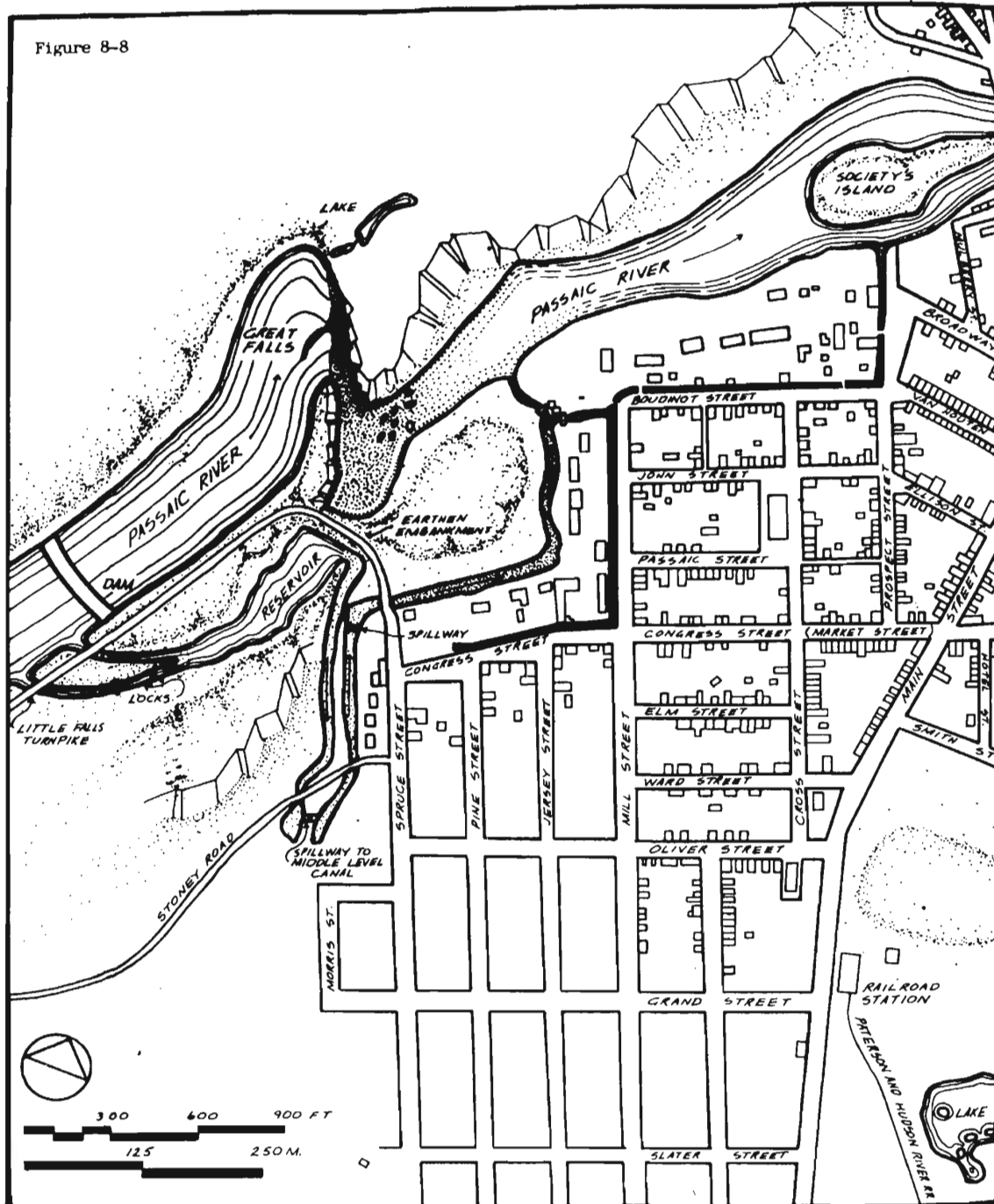


PATERSON RACEWAYS, [1800-27]

THIS SHEET SHOWS THE EXPANSION OF THE RACEWAY SYSTEM WHICH BEGAN IN 1800, WITH THE EXTENSION OF THE RACEWAY ALONG THE SIDE OF THE HILL BEYOND THE SITE OF THE FIRST MILL TO SUPPLY THE ESSEX MILL WITH WATER. IN 1807 SUM ADDED A RACEWAY ALONG BOUDINOT (NOW VAN HOUTEN) STREET AND THE TAILRACE ALONG MILL STREET, ELIMINATING THE OLD DRAINAGE DITCH.

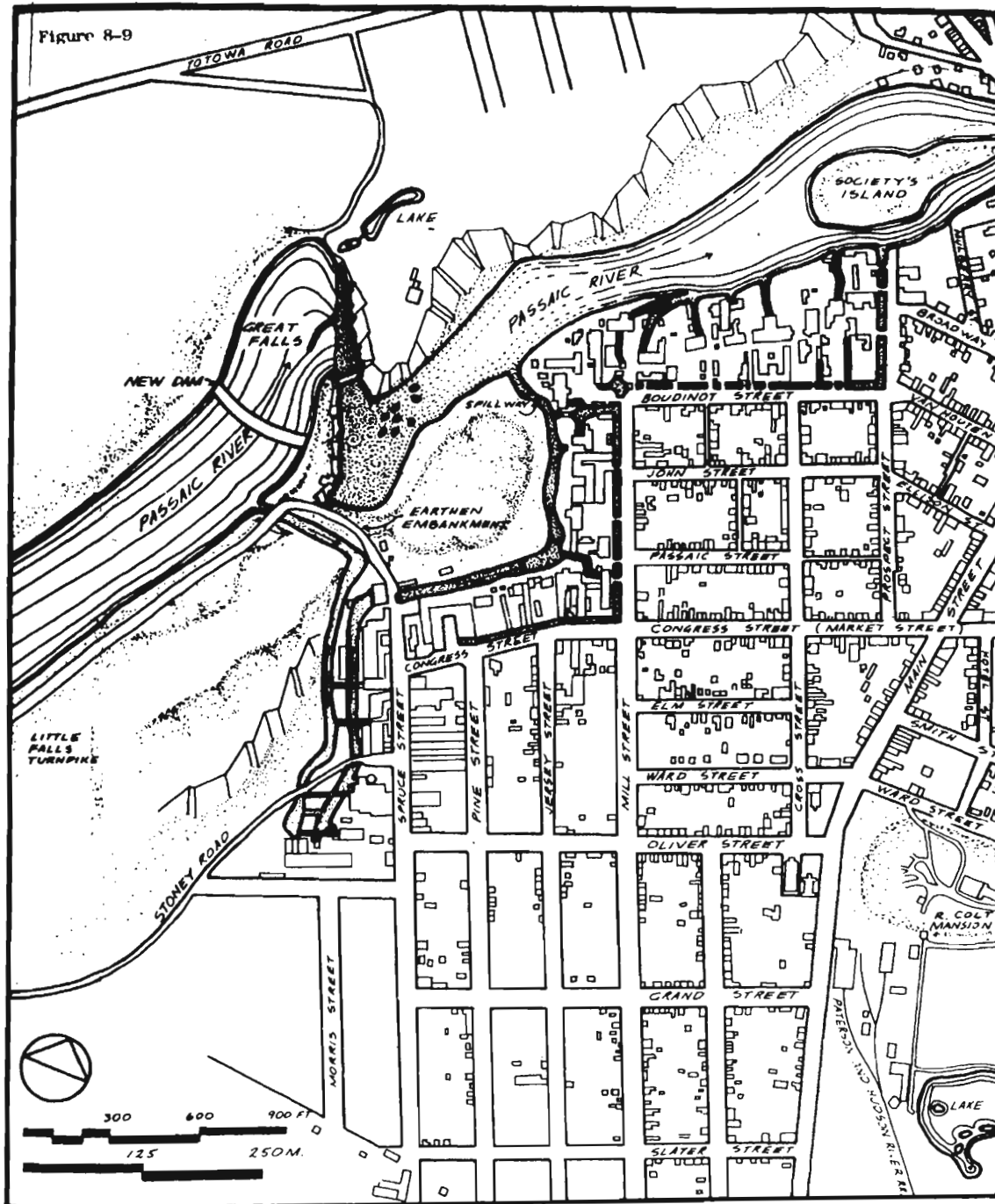
SOURCE: CONCEPTUAL MAP BASED ON HISTORICAL DOCUMENTATION AND 1" = 100' MAP.

MAP PREPARED BY THE HISTORIC AMERICAN ENGINEERING RECORD, HAER.



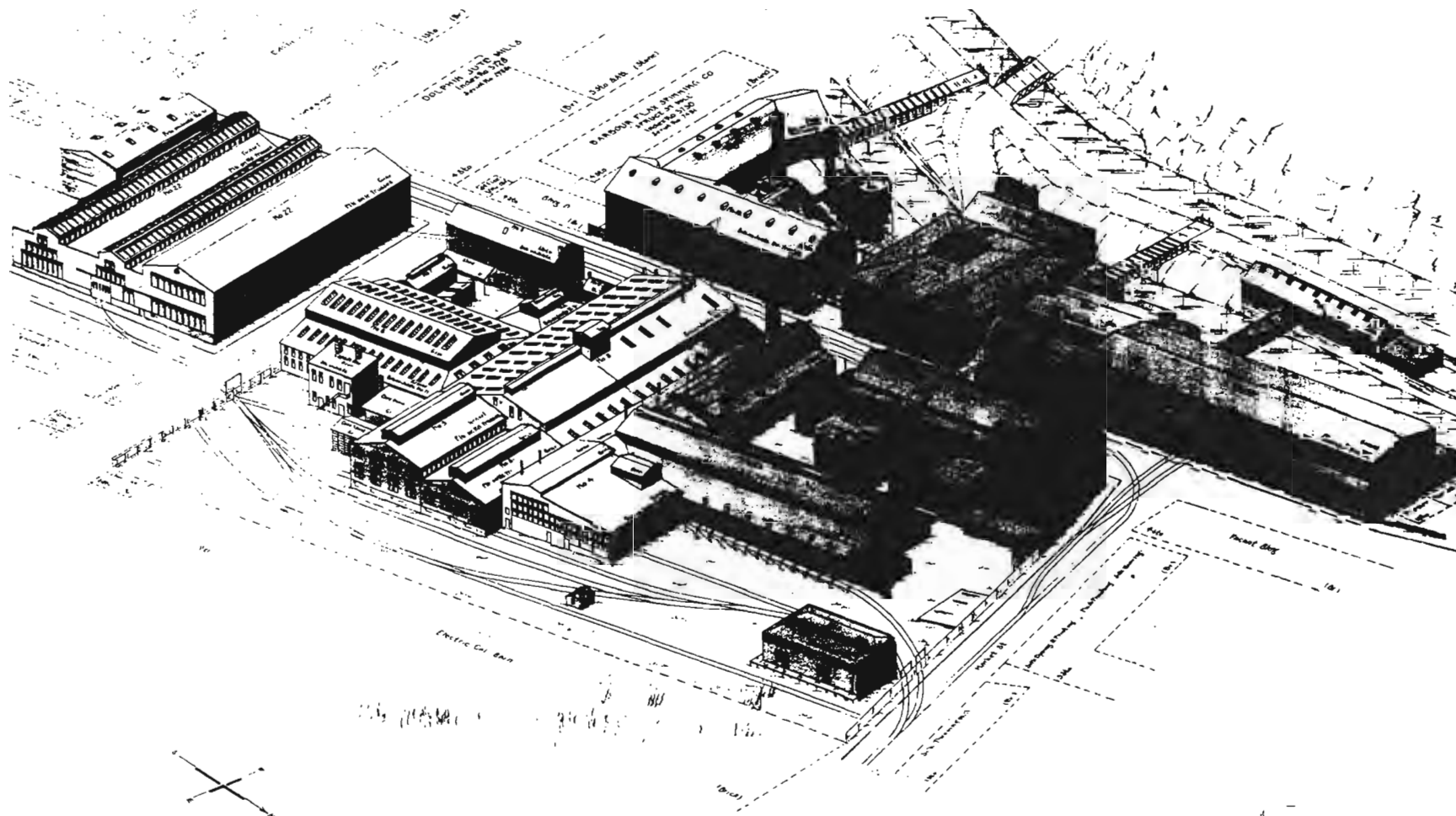
PATERSON RACEWAYS, [1828-37]

THIS SHEET DEPICTS A MAJOR MODIFICATION IN THE RACEWAY SYSTEM, BEGUN IN 1827, DUE TO A LACK OF WATER FOR ADDITIONAL MILL SITES. THE S.U.M. RAISED THE EARTHEN EMBANKMENT BLOCKING THE RESERVOIR FROM FLOWING INTO THE PASSAIC, THEN TURNED THE WATER AROUND TO THE TIP OF THE ROCKS AT L'ENFANTS GAP INTO A NEW UPPER LEVEL RACEWAY, WITH A PARALLEL TAILRACE BELOW WHICH LED INTO THE PREVIOUS SYSTEM ALONG A NEW LINE. SOURCE: CONCEPTUAL MAP BASED ON HISTORICAL DOCUMENTATION AND 1"=100' MAP. MAP CULTURE FROM PATERSON, N.J. MAP, 1850, BY J.C. SIDNEY, PUBLISHED BY M. DRIPPS, NEW YORK, NY. PREPARED BY HAER.



PATERSON RACEWAYS, [1838-PRESENT]

THIS SHEET DEPICTS FINAL ALIGNMENT OF THE S.U.M. RACEWAY SYSTEM. LEAKAGE THROUGH THE EARTHEN EMBANKMENT FORCED THE S.U.M. ENGINEER TO ABANDON THE RESERVOIR AND CHANNELS FROM THE RIVER. INSTEAD HE BUILT A MASONRY DAM DOWNSTREAM AND TURNED THE RIVER INTO THE RACEWAY THROUGH A NEW CHANNEL CUT INTO THE ROCKY RIVER EDGE. THE WATER WAS THEN CARRIED ACROSS THE GULLEY ON TOP OF THE EARTHEN EMBANKMENT WHICH HAD SERVED AS A DAM FOR THE RESERVOIR. IN THE LATE 1800'S S.U.M. FILLED THE RESERVOIR AND SOLD THE LAND. SOURCE: CONCEPTUAL MAP BASED ON HISTORICAL DOCUMENTATION AND 1"=100' MAP CULTURE FROM PATERSON, N.J. MAP, 1850, BY J.C. SIDNEY, PUB. BY M. DRIPPS.



ROGERS LOCOMOTIVE WORKS, Paterson, N. J.

Surveyed March 20, 1886.
Surveyed & drawn by E. H. Tennyson

Scale, 1 in. = 50 ft.
See R. & E. 448 pp. 36-48.

FOR PLAN SEE SHEET SERIAL No 7444



Plate 1 - General overview of Falls S.U.M. Dam and hydro-electric plant, Historic American Engineering Record.

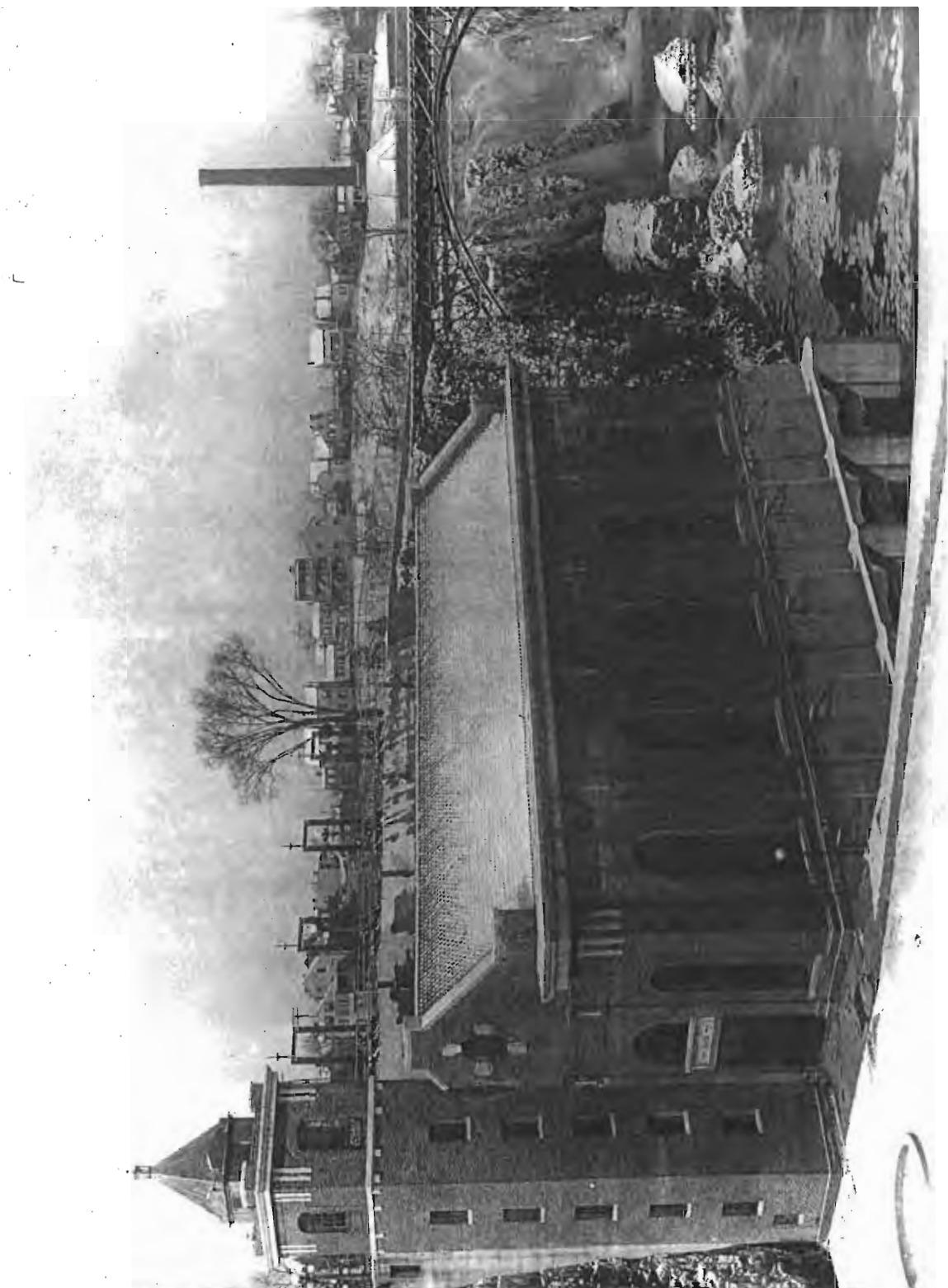


Plate 2 - S.U.M. Hydro-Electric Plant, January 17, 1917, Reid Studio.

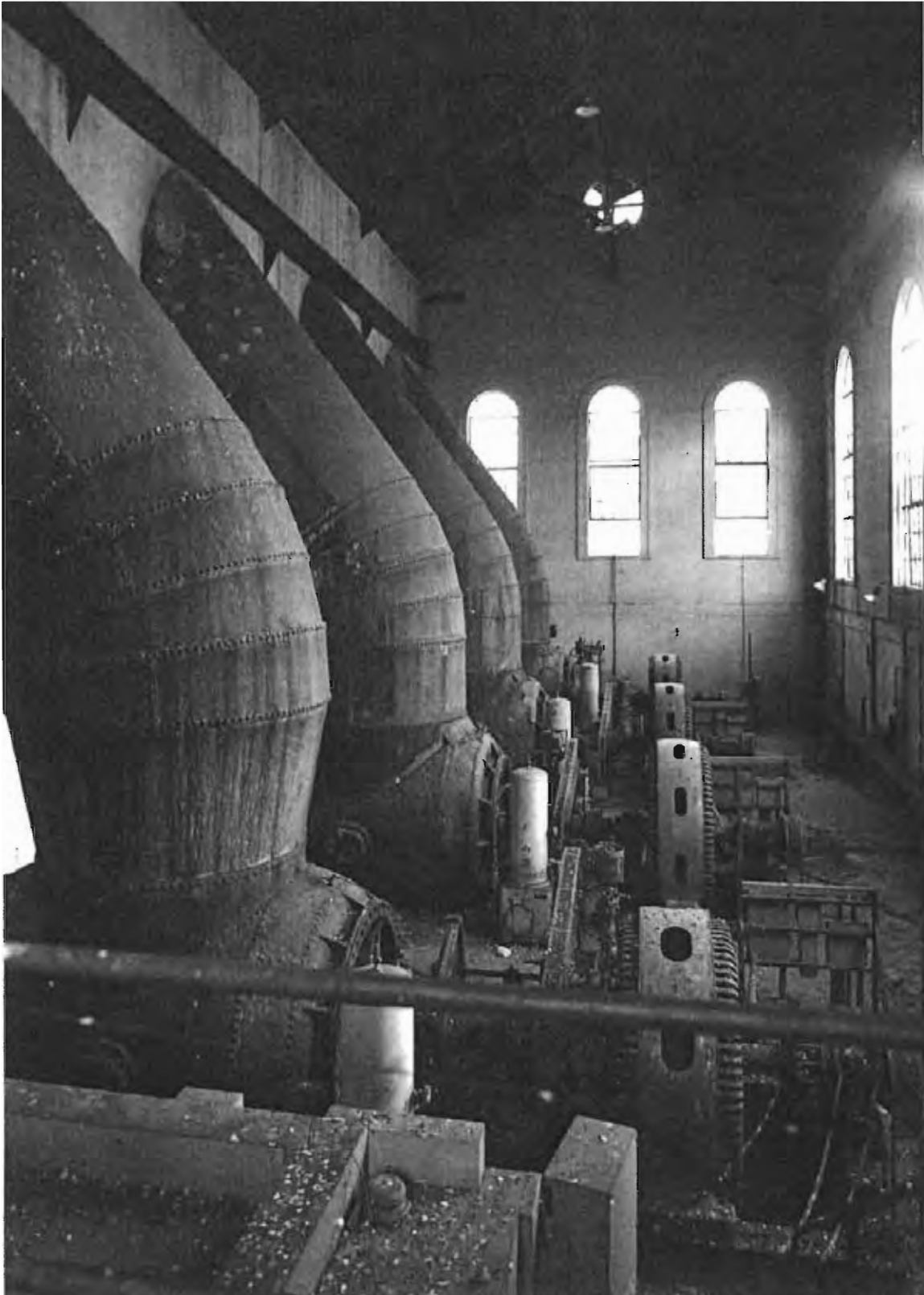


Plate 3 - S.U.M. Hydro - Electric Plant, interior, 1971 - Historic American Engineering Record.



Plate 4 - Lower Receway along Van Houten Street, Historic American Engineering Record.-

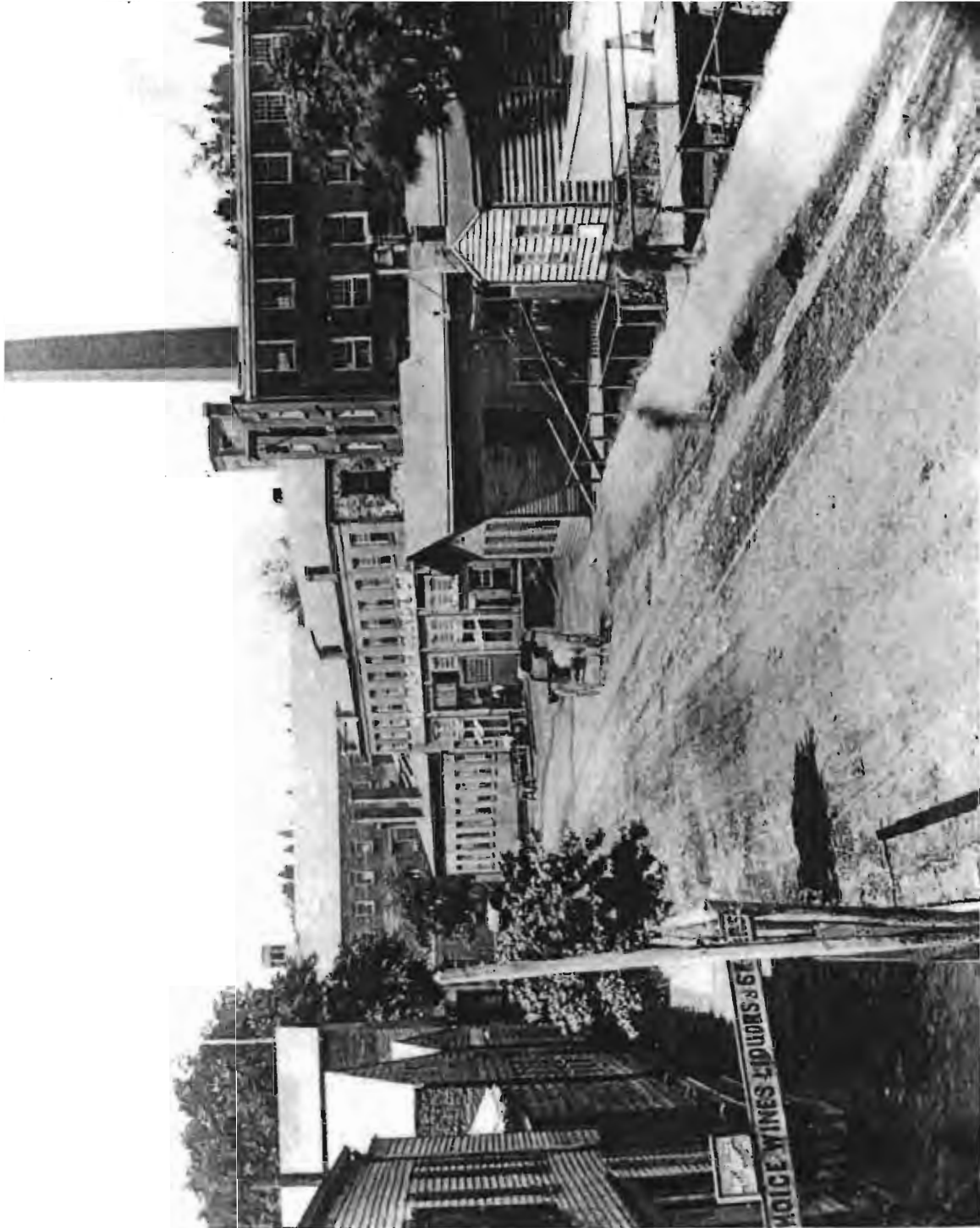


Plate 5 - Danforth Cooke Locomotive Works, Market Street ca 1860's showing portions of raceway in foreground that were later covered. Further up raceway already covered., Livitsand Photograph Studio



Plate 6 - Historic American Engineering Record team and archeology salvage project in covered tailrace along Market Street.



Plate 7 - Ivanhoe Wheelhouse with penstock, April 6, 1916, Reid Studio



Plate 8 - Upper raceway, spillway and Ivanhoe Wheelhouse under reconstruction, 1973, Historic American Engineering Record.

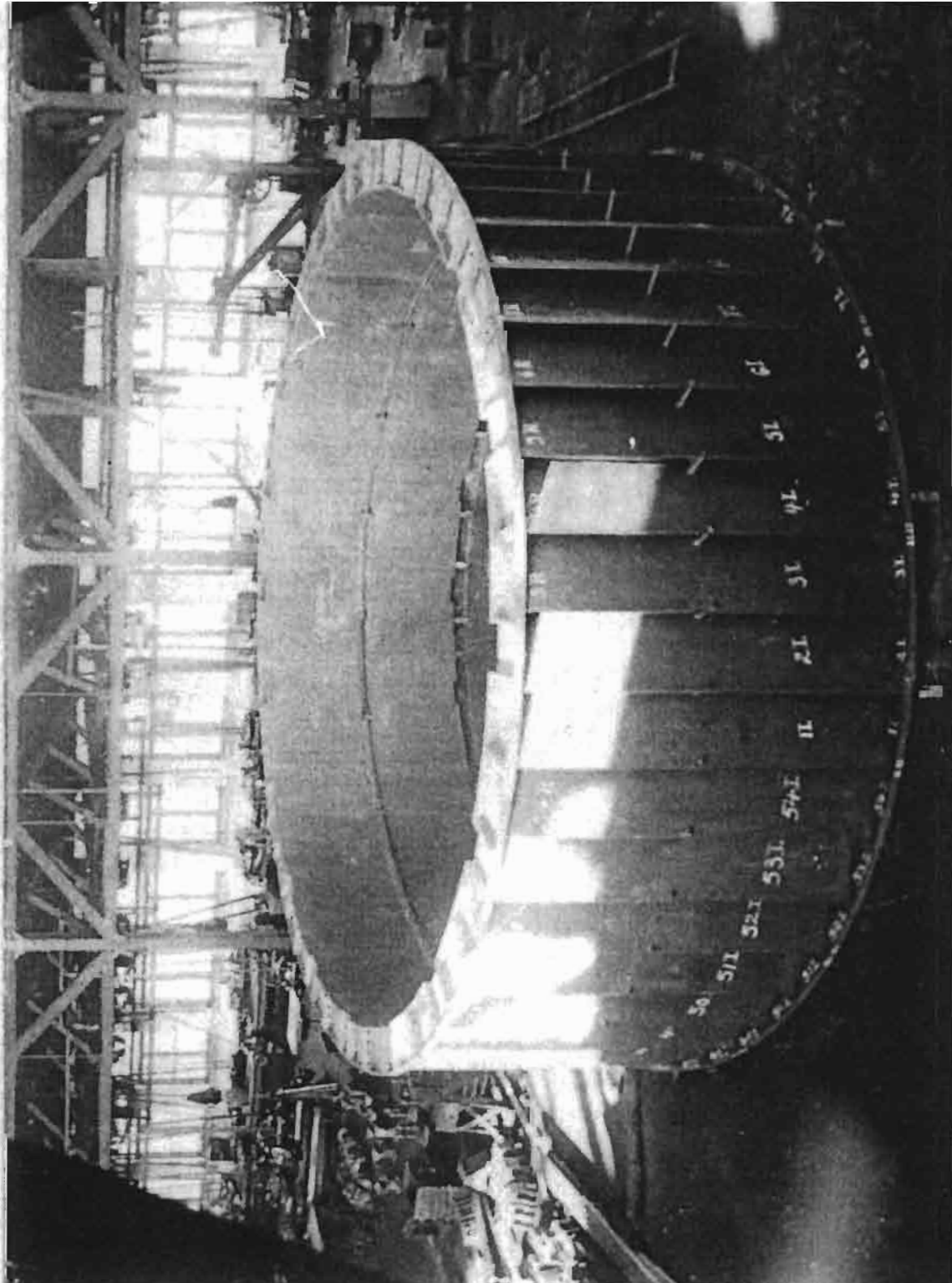


Plate 9 - A forty-foot iron water wheel under construction in the Danforth-Cooke shop in Paterson, Passaic County Historical Society.

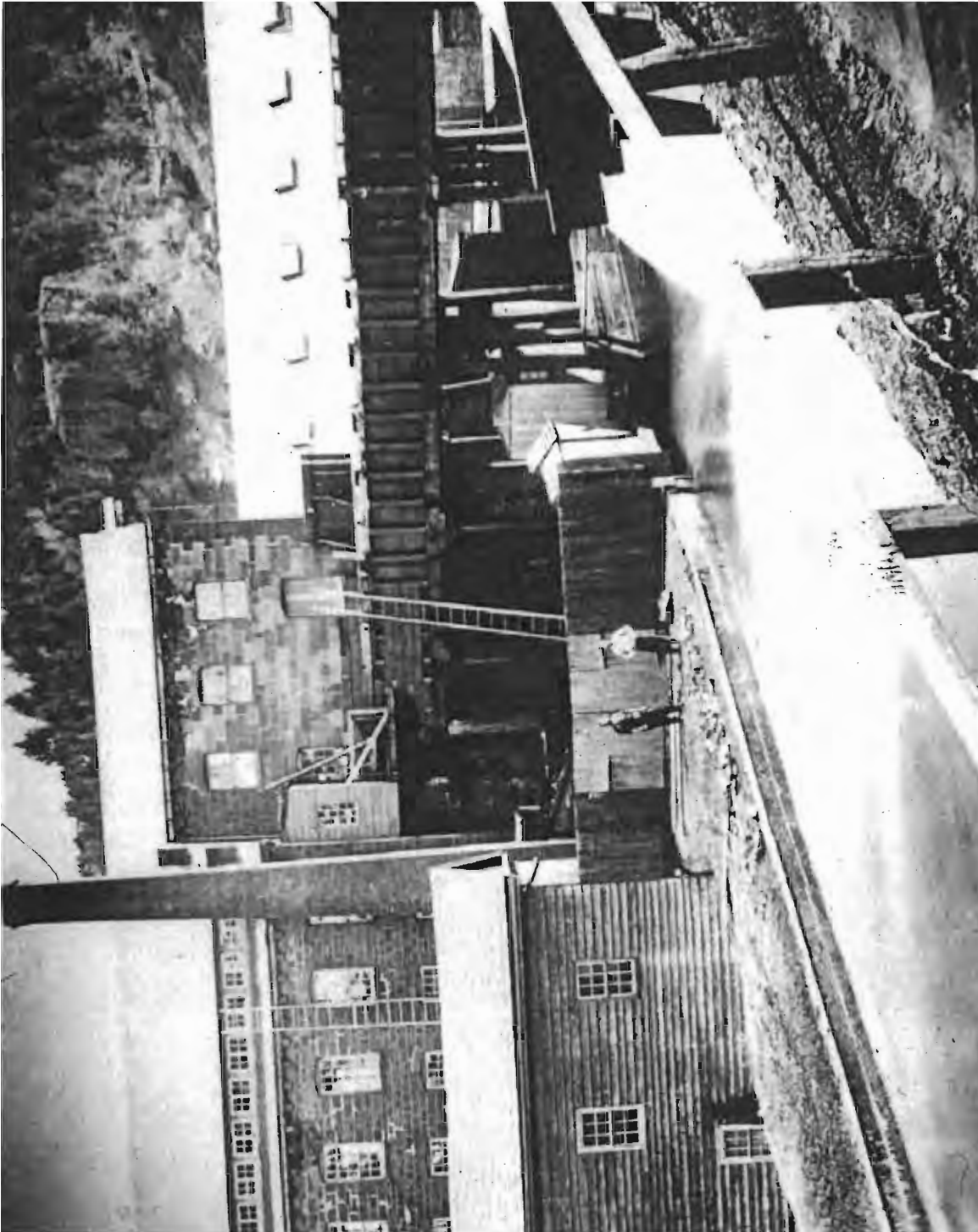


Plate 10 - Middle Raceway ca 1860's showing flum trunk from upper
race crossing to Passaic Mill No. 2. Passaic County
Historical Society

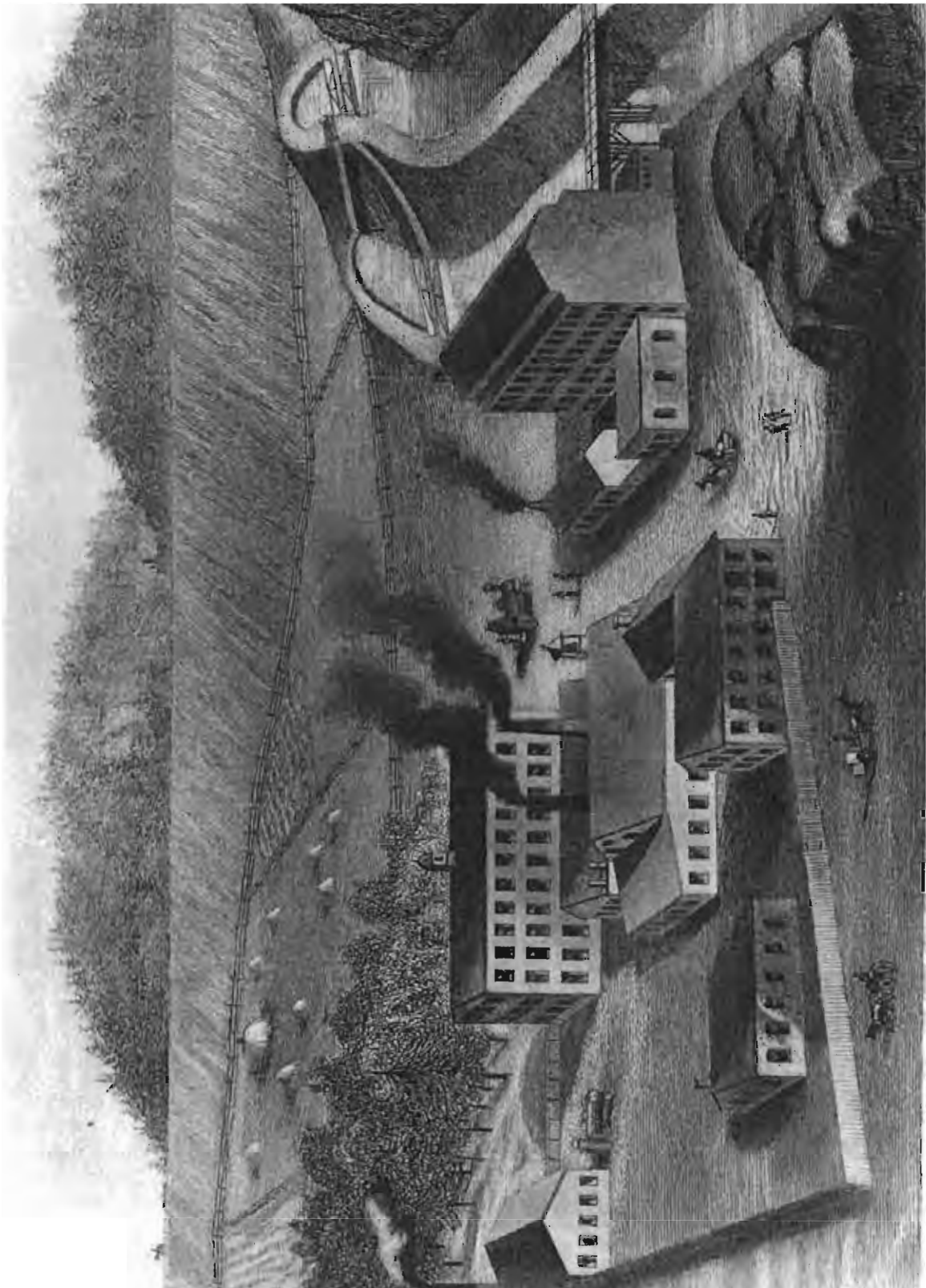


Plate 11 - Rogers Locomotive Works, Spruce Street showing flum
trunks to the Jefferson Mill (1831) and Morris canal in
background, Trumball.

1977 National Historic Mechanical and Civil Engineering Landmark

THE GREAT FALLS RACEWAY AND POWER SYSTEM Paterson, N. J.

National Historic Mechanical and Civil
Engineering Landmark



DEDICATION PROGRAM
MAY 20, 1977



NATIONAL HISTORIC MECHANICAL AND CIVIL ENGINEERING LANDMARK

ALEXANDER HAMILTON, WITH GREAT VISION, PROMPTED THE INCORPORATION OF THE "SOCIETY FOR ESTABLISHING USEFULL MANUFACTURES" IN 1791 TO START AMERICA'S ECONOMIC AND INDUSTRIAL INDEPENDENCE, PIERRE CHARLES L'ENFANT, ENGINEER AND PLANNER OF THE NATION'S CAPITOL, AND PETER COLT DESIGNED A RACEWAY AND POWER SYSTEM TO HARNESS THE PASSAIC RIVER AT GREAT FALLS AND CREATE AMERICA'S FIRST PLANNED INDUSTRIAL CITY. THAT DEVELOPMENT SPARKED COUNTLESS ENGINEERING AND INDUSTRIAL INNOVATIONS AND PROGRESS INCLUDING THE COLT REVOLVER, THE ROGERS AND OTHER STEAM LOCOMOTIVES, THE HOLLAND SUBMARINE, THE CURTISS-WRIGHT AIRCRAFT ENGINE, ALONG WITH TEXTILE AND SILK MANUFACTURING WHICH MADE PATERSON FAMOUS AS THE "SILK CITY" OF THE WORLD.

THE GREAT FALLS RACEWAY AND POWER SYSTEM AT PATERSON IS THE BASIS OF THE OLDEST AMERICAN COMMUNITY INTEGRATING WATER POWER, INDUSTRIAL DEVELOPMENT AND URBAN PLANNING. IT IS A LANDMARK OF AMERICAN MECHANICAL AND CIVIL ENGINEERING HERITAGE.

DEDICATED 1977 BY:

THE AMERICAN SOCIETY OF
CIVIL ENGINEERS

THE AMERICAN SOCIETY OF
MECHANICAL ENGINEERS

Appendix G

DEDICATION CEREMONY

THE GREAT FALLS RACEWAY AND POWER SYSTEM, PATERSON, NEW JERSEY

A NATIONAL HISTORIC MECHANICAL AND CIVIL ENGINEERING LANDMARK

Friday, May 20, 1977

At Haines (Overlook) Park by the Great Falls

8:00 - 10:30 A.M.	ASME Board of Directors meeting at former S.U.M. Administration Building. (72 McBride Avenue, Ext.)
10:45 - 11:00 A.M.	Band Music-Kennedy High School Band
11:00 - 11:05 A.M.	Dedication Ceremony starts with Flying salute over the Great Falls by the U. S. Air Force.
11:05 - 11:15 A.M.	Welcome and introduction of Paterson honored guests by Mayor Lawrence F. Kramer, Master of Ceremonies.
	Introduction of ASME honored guests by Robert A. Baker, Vice President, ASME Region II.
	Introduction of ASCE honored guests by William LaLonde, III, ASCE New Jersey Section Past President.
11:15 - 11:20 A.M.	Solo of "God Bless America" by Pat Falano; piano accompaniment by Councilwoman Marian Rauschenbach.
11:20 - 11:30 A.M.	History and National Engineering Significance of the Great Falls Raceway and Power System by Francis J. Blesso, Vice Chairman, History and Heritage Committee, ASCE New Jersey Section.
11:30 - 11:45 A.M.	Presentation of Plaque by Earle C. Miller, President ASME Joseph S. Ward, Vice President, Zone I, ASCE.
	Acceptance of Plaque by Mayor Lawrence F. Kramer.
11:45 A.M.	Dedication Ceremony Concludes.

Appendix G

SPECIAL EVENTS PROGRAM

In Great Falls/S.U.M. Historic District

- 11:45 A.M. - 4:00 P.M.
- 1- Walking tours of the Great Falls/
S.U.M. National Historic District.
 - 2- Tour of S.U.M. Hydroelectric Power
Generating Station.
 - 3- Tour of Rogers Locomotive Erecting
Shop Restoration.
 - 4- Tour and exhibit at Ivanhoe Paper-
mill Water Wheelhouse Restoration.
 - 5- Exhibit at Great Falls Archaeology
Lab., 154½ Van Houten Street.
 - 6- Tour of Green Acres Upper Raceway
Park under development.
(Entrance to park to be site for
permanently attaching the National
Mechanical and Civil Engineering
Landmark Plaque.

At Great Falls Park

- 11:45 A.M. - 1:00 P.M.
- Picnic lunch provided by Curtiss-
Wright and City of Paterson for
guests of ASME, ASCE and City of
Paterson.

At Rogers Locomotive Erecting Shop (Spruce and Market Streets)

- 1:00 - 1:30 P.M.
- Theatre event preview of "On The Line"
by The Learning Theatre.

MAY 20, 1977, MARKING THE 50TH ANNIVERSARY OF LINDBERGH'S FAMOUS
"SPIRIT OF ST. LOUIS" NONSTOP TRANS-ATLANTIC FLIGHT WHICH WAS POWERED BY A
PATERSON-MANUFACTURED WRIGHT "WHIRLWIND" J5 ENGINE, WAS CHOSEN BECAUSE IT
TYPIFIED THE ENGINEERING GENIUS AND ACHIEVEMENTS WHICH TRACE THEIR DEVELOP-
MENT BACK TO THE GREAT FALLS RACEWAY AND POWER SYSTEM AND MADE PATERSON
FAMOUS AS "THE CRADLE OF AMERICAN INDUSTRY".

Appendix G

ACKNOWLEDGEMENTS

The North Jersey Section of The American Society of Mechanical Engineers and the New Jersey Section of the American Society of Civil Engineers gratefully acknowledge the efforts of all the people who cooperated to make the dedication of the Great Falls Raceway and Power System a success.

THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS

Earle C. Miller	President
Dr. Stothe P. Kezios	President Elect
Robert A. Baker	Vice President, Region II
Arnold E. Pristernik	Chairman, North Jersey Section
Robert G. Lommel	Chairman, History & Heritage Committee, North Jersey Section

THE AMERICAN SOCIETY OF CIVIL ENGINEERS

Leland J. Walker	President
William R. Gibbs	President Elect
Arthur J. Fox, Jr.	Past President
Joseph S. Ward	Vice President, Zone I
George F. Flay, Jr.	Director, District I
William H. Taylor	President, New Jersey Section
William S. LaLonde, III	Past President, New Jersey Section
Frederick J. Hofmann	President, New Jersey Branch
Myron K. Weller	Past President, North Jersey Branch
Peter A. Di Legge	Chairman, History & Heritage Committee, New Jersey Section

ASME NATIONAL HISTORY AND HERITAGE COMMITTEE

Dr. Donald E. Marlowe	Chairman
Dr. R. Carson Dalzell	Secretary
Dean John G. Burke	
Prof. J. J. Ermenc	
Prof. R. S. Hartenberg	
Dr. J. Paul Hartman	
Dr. Otto Mayr (Ex-officio)	Smithsonian Institution
Maurice Jones	ASME Staff Liaison

ASCE NATIONAL HISTORY AND HERITAGE COMMITTEE

L. Neal FitzSimons	Chairman
John W. Briscoe	
G. Brooks Earnest	
Emory L. Kemp	
Alan L. Prasuhn	
John R. Wolfs	

CURTISS-WRIGHT CORPORATION

T. R. Berner	President and Chairman of the Board
Arnold Kossar	Vice President & Dir. of Corporate Technology
Dr. Donald Slocum	Executive Director, Corporate Development
Fred Rupert	Former Manager, Experimental Machine Shop

Appendix G

CITY OF PATERSON

Lawrence F. Kramer	Mayor
Frank X. Graves, Jr.	Council President
Marian Rauschenbach	Councilwoman-at-Large
Samuel Hughes	Councilman-at-Large
Cyril Yannarelli	Councilman-at-Large
Irene DiMarcantonio	Councilwoman
Nicholas DeLuccia III	Councilman
Dominick DeMarco	Councilman
Martin Barnes	Councilman
Raymond Cassetta	Councilman
Larry D. Worth	Business Administrator
David Stadtmauer	Director of Economic Development
John N. O'Malley	Director, Division of Redevelopment
William Pascrell, Jr.	Director, Department of Public Works
Daniel Malatesta	City Engineer
Robert McCrowe	Director, Division of Parks
Robert Angelica	Parks Foreman
Joe L. Ward	Deputy Director, Div. of Economic Development
Stephen G. Warfel	Great Falls Archaeologist
Ruth Hirshberg	Director, Office of Special Events
Grace George	Director, Great Falls Tour Office
Joan Colella	Secretary
Henrietta Lieberman	Secretary
George Messier	Draftsman
Gordon Ash and the Rogers Construction Crew	
Victor Luise and the Title X Great Falls Public Works Crew	

GREAT FALLS DEVELOPMENT CORPORATION

Joseph Bograd	President
Dorothy Jurewicz	Corresponding Secretary
Entire Board of Directors	

THE LEARNING THEATRE

Irene and Howard Sterling and entire theatre production crew

SPECIAL RECOGNITION

Dr. Russell I. Fries	Former Director, Great Falls Historic District
Bruce Cavin	Former Great Falls Architect
John Young	Visionaries and organizers of Public
Mary Ellen Kramer	movement to preserve and restore the Great Falls/S.U.M. Historic District.

SPECIAL THANKS

<u>The Record</u>	For cover photograph
The Historic American Engineering Record (HAER)	For inside photographs-Figs. 1,2,3,5
Passaic County Historical Society	For inside photographs-Figs. 4,8,9
G.K. Livitsanos	For inside photographs-Figs. 6,7,10
Congressman Robert A. Roe	For arranging U. S. Air Force "Fly Over"
Pat Falano	For solo
Victor Palmieri and Kennedy High School Band	For Band Music
Rodney Roth & Musician's Local 248	For music at picnic luncheon
Curtiss-Wright Corporation	For providing picnic lunch

Francis J. Blesso and Jack R. Stokvis
Commemorative Brochure Authors and
Dedication Ceremony Coordinators

1985 Great Falls Historic District Extension

NPS Form 10-900
(3-82)OMB No. 1024-0018
Exp. 10-31-84United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Formreceived JUL 10 1986
date entered 8-14-86See instructions in How to Complete National Register Forms
Type all entries—complete applicable sections**1. Name**

historic Great Falls/S.U.M. Historic District Extension (Argus Mill)

and or common

2. Location

street & number 6 Mill Street

NA not for publication

city, town Paterson

vicinity of

state New Jersey

code 34

county Passaic

code 031

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	NA	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Paterson Renaissance Organization

street & number 35 Church Street

city, town Paterson

vicinity of

state New Jersey

5. Location of Legal Description

courthouse, registry of deeds, etc. Passaic County Courthouse

street & number 77 Hamilton Street

city, town Paterson

07505

state New Jersey

6. Representation in Existing Surveystitle New Jersey Historic Sites
Inventoryhas this property been determined eligible? ☐ yes ☒ no

date 1985

☐ federal ☒ state ☐ county ☐ local

depository for survey records Office of New Jersey Heritage, CN 404,

city, town Trenton,

state New Jersey 08625

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

This is a proposal to extend the existing Great Falls/Society for Establishing Useful Manufacturers Historic District to include the Argus Mill. Directly across the street from several major factories, Argus Mill is a late 19th century mill building.

Historically, the Argus Mill provided a delineation between the S.U.M. industrial facilities to the north and west and the predominantly residential neighborhoods to the east and south. The boundary change brings the Argus Mill into the industrial historic district and establishes a logical border.

The Argus Mill, is a brick warehouse with utilitarian detail and open loft space typical of the individual buildings that comprise the district. This particular 3 1/2-story mill was built of common bond brick in the mid-1870s. The building is essentially rectangular in plan, with a loading entrance at Mill Street, segmental windows at each floor, and a shallow pitched gable roof with gabled front and rear parapets.

The Mill Street entrance (west) relates to the Essex Mill across the street, for which the Argus Mill served as a warehouse. The northerly bay has a door at street level, altered as evidenced by the brick. To the right, the first floor loading bay remains with iron surround and lintel that extends across the entire facade. The second and third floor feature three segmental window openings with lintels formed by two rows of header bricks and limestone sills. Sawtooth brick lines the gable whose parapet is capped by limestone coping. The southwest corner of the building at the second and third floors had collapsed and been rebuilt with masonry blocks by a previous owner.

Both the south and north side elevations have arcades of twelve regularly-spaced segmental windows with the same lintel and sill detail as the front. Windows, originally blind, are open or boarded over. Half windows at the basement also have segmental openings. A brick addition at the center of the rear elevation rises the entire height of the building, housing a stairwell. To the right (north), door openings have been cut into windows; the south bay has its original window openings. Although the brick cornice is severely damaged or missing in some areas, the front and rear gabled parapets add a hint of style to an otherwise utilitarian building.

Inside, the characteristic open clear-span spaces recall the mill's original industrial use as a warehouse for mosquito netting.

8. Significance

Period	Areas of Significance—Check and justify below				
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science	
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture	
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/	
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian	
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater	
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation	
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)	

Specific dates N/A 1874 Builder/Architect Not known

Statement of Significance (in one paragraph)

The Great Falls/S.U.M. Historic District contains one of the most significant engineering and industrial complexes in the United States. Alexander Hamilton and other supporters organized the Society for Establishing Useful Manufacturers to achieve America's independence from British manufactures and demonstrate her own profitability. With the major water power to be harnessed from the Great Falls of the Passaic River, and the original engineering plan of Pierre Charles L'Enfant, Paterson developed into an important eighteenth and nineteenth century industrial center for cotton, silk, iron and locomotive production. Among the prominent companies in the early days of "Industrial Paterson" was R & H Adams, silk manufacturers who built a brick warehouse, typical of the existing S.U.M. district, at 6 Mill Street for their silk mosquito business.

In 1829 William Adams, father of Robert and Henry, began to weave mosquito netting in New York City. William Adams and Company, which included Robert and Henry, was organized in 1857 and the company bought the old Harmony Mill in Paterson, formerly a cotton factory. By 1864 their entire mosquito net manufacturing process had been transferred to Paterson, William Adams & Co. dissolved, and R & H Adams formed. The Harmony Mill burned in 1869, but Robert and Henry Adams purchased and improved the Essex Mill, belonging to the Colt Estate, in 1871. The Adams brothers expanded their mosquito net operation further in 1874 when they erected a large storehouse -- now known as the Argus Mill -- on Mill Street opposite the Essex Mill (1). According to deed records, the Adams Brothers purchased the property for the mill in 1876, which is more likely the construction date. At that time, the east side of Mill Street was predominantly residential. In 1879, Robert Adams retired; Henry continued the company, retaining ownership of the Argus Mill until 1899 when he sold it to Tisha Gordon.

For over forty years, the Adams warehouse was known as the Gordon Mill. According to Davidson's Silk Trade, 1921 and 1927, Henry Gordon was a dealer in spun silk yarns, tram, and organize (2). In 1941, Gordon sold the property, which has since been called the Argus Mill for the Argus Yarn Company.

9. Major Bibliographical References

1. L. R. Trumbull, History of Industrial Paterson, 1882.
2. Davidson's Silk Trade (New York: Davison Publishing Co., 1921 and 1927).

10. Geographical Data

Acreage of nominated property less than 1

Quadrangle name Paterson

Quadrangle scale 1:24000

UTM References

A 18 569260 4529600
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification The original district boundary followed the west curb of Mill Street from Oliver Street to Van Houten Street. By appending the Argus Mill, the boundary juts briefly into the eastern portion of Mill Street properties. The boundary of the Great Falls/S.U.M. Historic District is herein expanded to include the Argus Mill, which

List all states and counties for properties overlapping state or county boundaries (see continuation sheet)

state	NA	code	county	code
-------	----	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Len Rothe

organization Paterson Renaissance Organization

date May, 1985

street & number 35 Church Street

telephone 201-523-2042

city or town Paterson

state New Jersey

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☒ national ☐ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

Deputy

State Historic Preservation Officer signature *William A. Sember*

title Assistant Commissioner for Natural Resources

date 6/20/86

For NPS use only

I hereby certify that this property is included in the National Register

Delores Boyer
Keeper of the National Register

Entered in the
National Register

date 8-14-86

Attest:

date

Chief of Registration

200-594-755

NPS Form 10-900-a
(3-82)

OMB No. 1024-0018
Expires 10-31-87

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

Great Falls/S.U.M. Historic District

Continuation sheet Extension (Argus Mill)

Item number 10

Page 1

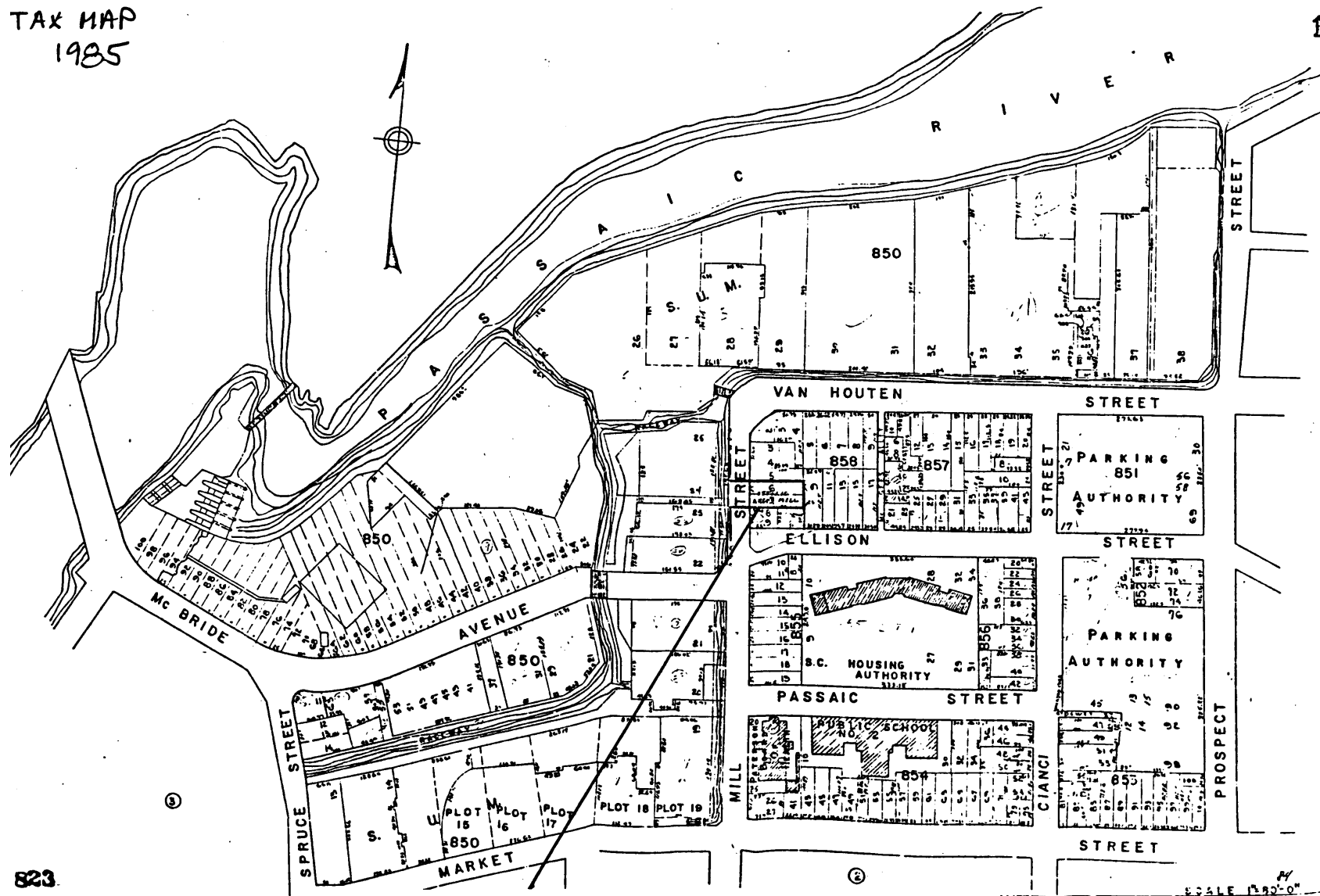
For NPS use only

received 7/10/86

date entered

is identified as Block 858, Lot 6 on the current Paterson tax maps.

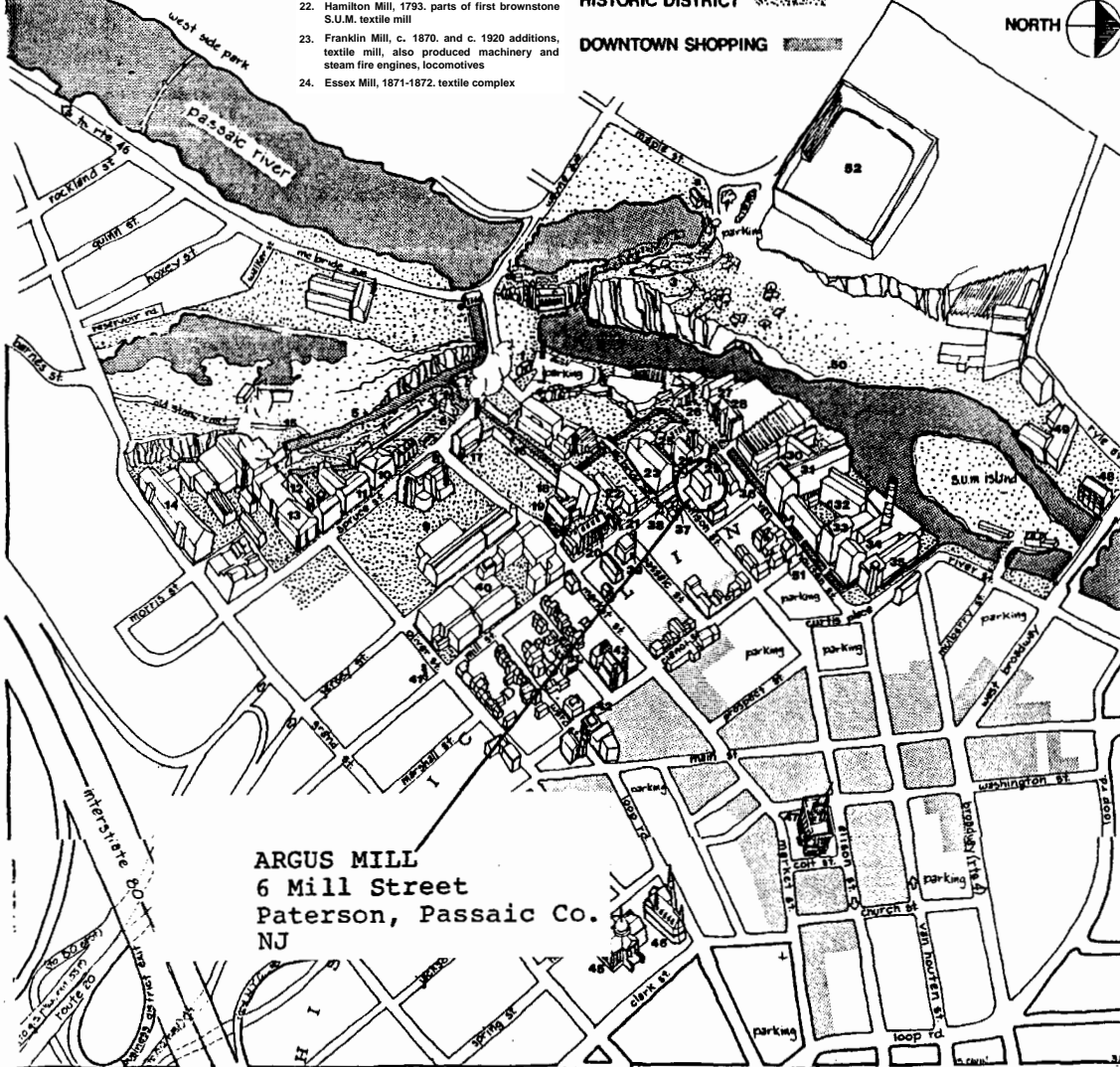
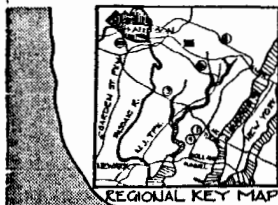
TAX MAP
1985



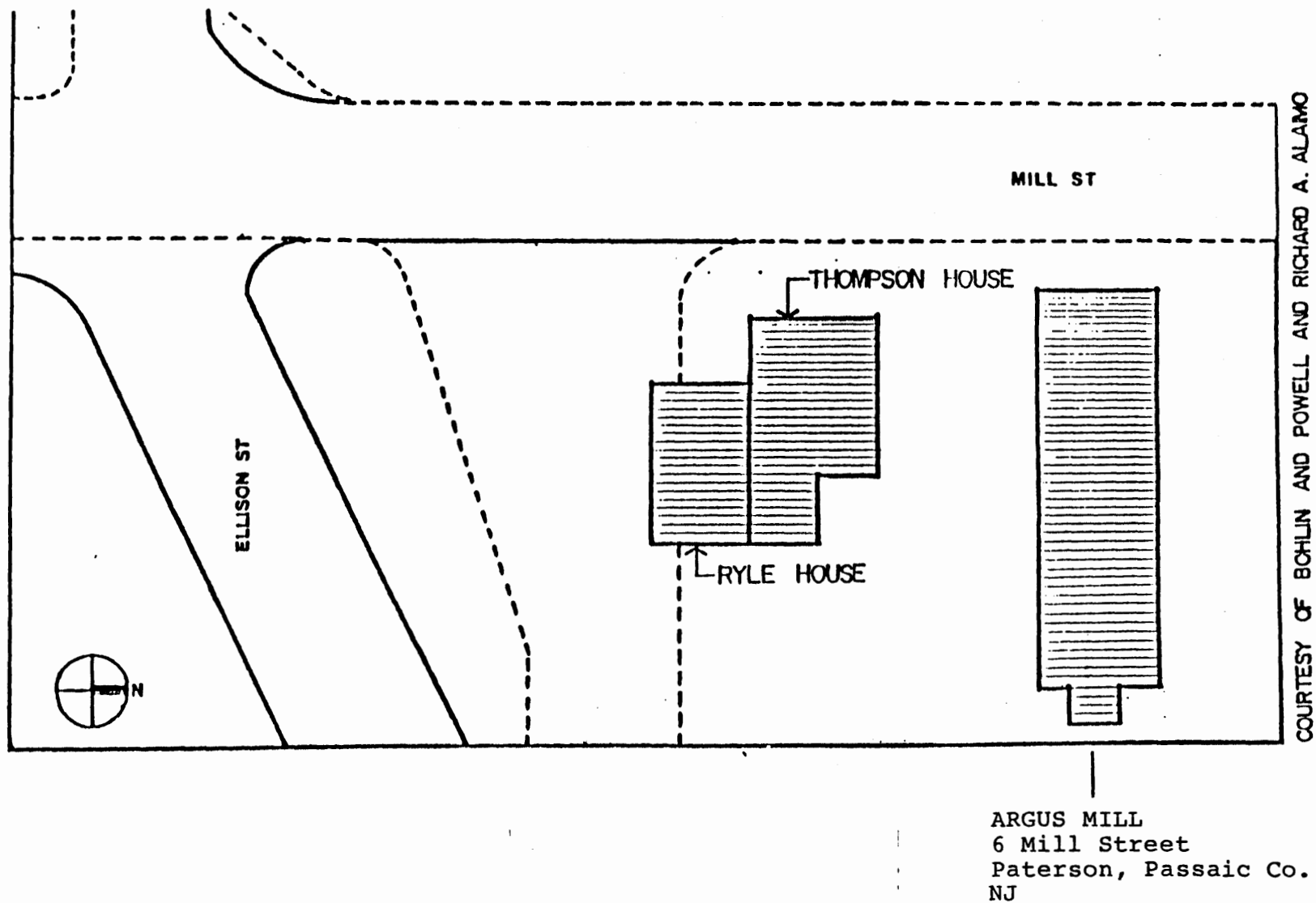
GREAT FALLS/S.U.M. HISTORIC DISTRICT - NATIONAL HISTORIC LANDMARKS

HISTORIC POINTS OF INTEREST

1. Great Falls of the Passaic River, 72 ft. high, 280 ft. wide, second largest waterfall in Eastern United States
2. S.U.M. Buildings
 - a. Remains of 1876 steam and boiler plant
 - b. Conduit Gate House, 1906. G.F.D.C. office
 - c. Hydroelectric plant, 1914
 - d. Field House, 1914. TOUR GUIDE office
 - e. Gate House, 1846
 - f. Administration Building, c. 1920. Special Events Office
3. Great Falls Park
4. Haines (Overlook) Park
5. S.U.M. upper raceway, 1827-1846, and Upper Raceway Park
6. Ivanhoe Wheelhouse, 1865, provided power for Ivanhoe Papermill, later power for S.U.M. electrical grid
7. Rogers Locomotive Co. Administration Building, 1881
8. Rogers Locomotive Co. Erecting Shop, 1871, built on 1831 site of foundry
9. Site of Rogers Locomotive Co. Blacksmith Shop and 1974 archaeological excavations
10. Rogers Locomotive Co. Frame Fitting Shop, 1881, rebuilt on site of old office and storage building
11. Rogers Locomotive Co. Millwright Shop, rebuilt 1879, on site of Passaic Paper Mill (1832)
12. Barbour Flax Mill, c. 1860
13. Dolphin Jute Mill complex, 1844-1880, major building, 1880, fourth floor added later
14. Granite Mill, 1881, part of Barbour complex
15. Story Road, early Indian foot trail developed to connect Little Falls and Paterson industrial district
16. S.U.M. middle raceway, 1792-1802
17. Site of Gram Locomotive Co. Erecting Shop, 1850's, 1974 archaeological excavations
18. Cooke Locomotive Co. Machine Shop, c. 1852, oriental shop for Danforth, Cooke & Co.
19. Cooke Locomotive Co. Office Building, 1881
20. Hamil Mill, 1873, textile mill
21. S.U.M. Passaic Street Bridge, 1858, H. Miller, architect
22. Hamilton Mill, 1793, parts of first brownstone S.U.M. textile mill
23. Franklin Mill, c. 1870, and c. 1920 additions, textile mill, also produced machinery and steam fire engines, locomotives
24. Essex Mill, 1871-1872, textile complex
25. Old Yellow Mill, 1803, rebuilt 1856, incorporating parts of brownstone wall. Used for early continuous roll paper manufacturing experimentation by Charles Kinsey and Israel Crane.
26. Colt Gun Mill, 1836. Samuel Colt produced the first commercially successful revolver. First silk manufactured in Paterson on third floor, 1840.
27. Mallory Mill, c. 1860, textile mill
28. Waverly Mill, 1857, textile mill, Greek Revival style, altered c. 1860.
29. John Colt House, c. 1850, cousin of Samuel Colt. Second Empire style
30. Todd Mill, c. 1876, with parts of brownstone trails from Holsman Mill (1822), used for famous 19th century machinists: builders of Holland submarine steam engines.
31. Congdon of Nightingale Mill, c. 1915
32. Phoenix Mill, east one-third 1816, west two-thirds c. 1826; monitor roof later. Earliest extant mill (textile) in the Historic District.
33. Harmony Textile Mill, 1876
34. Industry Textile Mill, 1875 and 1879
35. Edison Illuminating Co. Office Building, 1910, Ferguson builder
36. S.U.M. lower raceway, 1807
37. Benjamin Thompson House, 1835, Dutch-Federal style
38. John Ryle House, c. 1830, Dutch Federal style
39. Public School No. 1, 1873, oldest standing public school in Paterson
40. Cooke Foundry, 1831-1832
41. "Dublin Springs - No More," statue of young boy erected over original site of spring, b-Gaetano Federici, 1931
42. St. Michael's Sisters Home, c. 1880, exquisite locally quarried brown stone
43. St. Michael's Roman Catholic Church, 1929 Spanish Colonial style. Site of first public school classes, 1837
44. St. John's Cathedral, c. 1860, Gothic Revival style, brownstone, rebuilt 1890
45. Passaic County Courthouse, 1903, Neo-renaissance style, S. Burrage Reed, architect
46. Former Post (Hike, 1899, Flemish Renaissance style)
47. Paterson City Hall, 1896, Neo-renaissance style, Carrere & Hastings, architects. Destroyed by 1902 fire and rebuilt 1902-03
48. Old hotel, c. 1830
49. Addy Textile Mill, 1873-1880
50. Valley of the Rocks
51. I.W.W. ("Wobblies") Paterson headquarters in former "Nags Head" Bar, for Big Bill Hayward during silk strike of 1911-1913
52. Hinchliffe Stadium



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2013 Hinchliffe Stadium

National Historic Landmark

NPS Form 10-900 **NATIONAL HISTORIC LANDMARK NOMINATION** OMB No. 1024-0018
HINCHLIFFE STADIUM USD/ NPS NRHP Registration Form (Rev. 8-86) **Page 1**
 United States Department of the Interior, National Park Service National Register of Historic Places Registration Form

1. NAME OF PROPERTY

Historic Name: Hinchliffe Stadium

Other Name/Site Number: City Stadium / ID#4234

2. LOCATION

Street & Number: Maple and Liberty Streets

Not for publication: N/A

City/Town: Paterson

Vicinity: N/A

State: New Jersey County: Passaic Code: 031

Zip Code: 07512

3. CLASSIFICATION

Ownership of Property

Private: ☐
 Public-Local: ☒
 Public-State: ☐
 Public-Federal: ☐
 Object: ☐

Category of Property

Building(s): ☒
 District: ☐
 Site: ☐
 Structure: ☐

Number of Resources within Property

Contributing

1
1
1
2

Noncontributing

☐ buildings
☐ sites
1 structures
☐ objects
1 Total

Number of Contributing Resources Previously Listed in the National Register: 1

Name of Related Multiple Property Listing: N/A

Appendix G

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4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

Signature of Certifying Official

Date

State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

Signature of Commenting or Other Official

Date

State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

- ____ Entered in the National Register
- ____ Determined eligible for the National Register
- ____ Determined not eligible for the National Register
- ____ Removed from the National Register
- ____ Other (explain): _____

Signature of Keeper

Date of Action

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6. FUNCTION OR USE

Historic: Recreation and Culture

Sub: sports facility

Current: Vacant/not in use

Sub: N/A

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: Art Deco

MATERIALS:

Foundation: Concrete

Walls: Concrete

Roof: Terra Cotta

Other: Asphalt

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Describe Present and Historic Physical Appearance.

Hinchliffe Stadium, completed in 1931-32, stands on a hillside above steep bluffs along the west (northwest) bank of the Passaic River in Paterson, New Jersey (the river flows in a north and northeasterly direction at this location), on the southeast corner of Maple and Liberty Streets. (Photograph 1 and Figures 1-3) John Shaw, principal architect of the Paterson architectural firm Fanning & Shaw, designed the blended Spanish Colonial Revival and Art Deco/Moderne styled stadium, based on a 1931 plan by the Olmsted Brothers landscape engineering firm.¹ The period of national significance for this National Historic Landmark nomination is 1932 to 1944 covering the years when the stadium served as a venue for segregated Negro professional baseball.²

Setting:

Located on a prominent hill overlooking the city of Paterson, the concrete and tile Hinchliffe stadium building stands out against a background of nineteenth-century brick industrial mill buildings. The stadium commands a sweeping view of the historic mill development of east Paterson along the Passaic River and of the Great Falls of the Passaic to the south. This historic industrial area lies within The Great Falls of the Passaic/Society for Establishing Useful Manufactures (SUM) National Historic Landmark District. The SUM was organized in 1791 to create a new type of American community that would be devoted to industry and promote an end to the United States' dependence on imported goods. The SUM, the nation's first planned industrial city, purchased 700 acres above and below the falls of the Passaic and implemented a plan for the layout of the town and the raceway system to capture available water power. Perched on the high ground on the west (northwest) side of the Passaic River, Hinchliffe Stadium borders the existing SUM National Historic Landmark District. Fans seated in the stadium's bleachers looked out over this vista of the falls, river gorge and Paterson's industrial heart with hills in the distance.

Immediately northwest of the stadium on Liberty Street stands Public School #5, a large Art Deco institutional building also designed by Fanning & Shaw and built in 1939-40. (Photograph 12) The Hinchliffe Stadium building, with its corners on the points of the compass, fronts northwest along Liberty Street and southwest along Maple Street in the west-side Totowa section of Paterson. In addition to School #5 to the northwest of the stadium, there is a residential neighborhood to the west and industrial buildings to the north.

Constructed into a hillside, the stadium presents three exterior walls that accommodate interior stepped seating decks, forming a bowl open at the lower (southeast) end in a U shape. (Figure 4) The graceful arc of the rows of bleacher seating across the northwest end of the stadium follows the curve of the exterior walls at the north and west corners. The entire building is fabricated of reinforced poured concrete with an applied skim coat (noted as "brush-hammered" in 1932 newspaper accounts, quoted below). Hinchliffe is an open-air stadium with all bleacher seating, although canvas shades were used in early years of the stadium's history and a more permanent steel-framed cover over the northwest seating sections was added in 1936 (removed after 1964, since it appears in a historic photograph taken after the field was extended in that year). (Figures 5 and 6) Four elevated ticket booth towers and the 1934 addition of the northeast restroom building, each integral parts of the stadium structure, are or were roofed with clay tiles (the clay tile roof of the restroom addition was replaced with red asphalt shingles probably in the 1980s). The open southeast end of the stadium terminates near the

¹ This National Historic Landmark nomination description draws from and occasionally quotes the 2004 National Register nomination for Hinchliffe Stadium, prepared by Flavia Alaya for the Paterson Historic Preservation Commission.

² For the purposes of this nomination, the term "Negro professional baseball" refers to racially segregated professional baseball teams, whether within the Negro League framework or as independent non-league teams. During the period of racial segregation in professional baseball, Negro teams often moved in and out of official Negro League affiliation but were still considered professional baseball teams. Additionally, all Negro professional teams played non-league "barnstorming" or exhibition games throughout the baseball season (in addition to their league scheduled games if they were league-affiliated) in order to remain financially viable.

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edge of the bluffs above the Passaic River. A chain link fence currently defines the end of the stadium. In 1963-1964 fill was added at the southeast end of the stadium tract, so that the track could be extended and lengthened from 1/5 mile to 1/4 mile, resulting in removal of the original concrete southeast end wall.

Exterior Elevations:

The northwest exterior stadium wall along Liberty Street stands in stepped 10-foot sections, each approximately 7-10 feet tall, following the rise of the street toward the north entrance. (Photograph 2) Sections divide into three panels by two 3-foot-wide pilasters between a raised base band and a frieze band. Concrete coping caps the wall sections. Between the wall sections, gabled parapets rise above the top of the walls. Each parapet is capped with terra cotta tile coping. A total of seven 8-foot-wide parapets (described as "pylons" in a 1932 newspaper account, quoted below) have raised, incised edges to give the appearance of ashlar stone blocks or quoins. The street-facing surface has a recessed arch with raised blocks above forming a three-part voussoir with keystone. Within the arch of each parapet is an inset round terra cotta tile with a yellow molded relief tile featuring an Olympic athlete (relay, javelin, hammer, or discus). A metal flagpole is anchored to the back wall of each parapet. A tall chain link fence runs along the top of the entire length of the northwest wall. This chain link fence is not original to the construction of the stadium, but does show in several 1940s photographs of midget car races in the stadium. However, exact dates for the photographs are not currently available so it is unclear if the fence was in place within this nomination's period of significance ending in 1944. Chain link fencing was part of the original construction atop the tall southeast wall, but was removed in 1963-64.

The southwest exterior wall along Maple Street follows the same pattern but with 36-foot wide wall sections. Seven raised gabled parapets, each with an attached flag mast, separate the wall panels. (Photograph 3) The wall sections step down toward the south corner with the relatively steep fall of the street, reaching a height of approximately 30 feet on the final section. An added concrete ramp for handicapped access to the bleachers covers the third section from the south corner. A chain link fence tops the wall to approximately halfway down the length where the height of the wall precludes the need for protective fencing. Six paired windows pierce the lower four sections of the southwest wall (two windows per panel). The windows light the locker rooms located under the southwest side seating decks. The southern-most section marks the end of the southwest wall and the south end of the bleachers. A larger gabled parapet terminates the wall. This parapet is approximately 40 feet tall with raised corner bands incised to appear as ashlar quoins that edge a rectangular recessed center panel with a pointed top embellished with large dentils. This parapet wall panel has two windows. Its roof line is gabled with flat end extensions, capped with terra cotta tile coping. A poured concrete chimney with corbelled rim rises against the south corner of the parapet and seating deck, extending to approximately 4 feet above the parapet peak. An approximately 6-foot high concrete wall segment with a door extends about 5 feet southeastward from the chimney stack. The door served as the athletic entrance. A two-part chain link fence spans the space from the wall to a concrete block maintenance building constructed about 1979 that stands along the south end of Maple Street. The vehicle access at the athletic entrance was altered when the maintenance building was constructed to the south of the main stadium. Currently the vehicle access to the field is between the maintenance building and the south end of the stadium.

The maintenance building is a one story elongated rectangular concrete block building with two garage door openings in its northwest end wall. The roof is flat and the exterior (Maple Street) wall is painted white, while the interior (field) walls are painted black. This building was constructed about 1979, since architectural plans for it, dated December 4, 1978, by John Evans Architects are filed with the Facilities Department, Paterson Board of Education.

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The southeast end of the stadium property is defined by a chain link fence. Originally the stadium's southeast end terminated with a concrete retaining wall. (Figure 7) This was removed in 1963-1964 when the track was extended to accommodate a ¼-mile oval. Earth and rubble fill was used to create the extended area for the field and track.

Dense vegetation currently obscures the northeast wall of the stadium. It was never a principal elevation and consists of a plain poured concrete surface, without the gabled parapets, flag poles and decorative tile work. (Figure 7) The 1934 restroom addition marks the north end of this wall.

Entrance Area:

Two towers housing ticket booths define the spectators' entrances, at the west corner (W1 and W2), and two towers located at the north corner (N1 and N2) (Figure 2). These entrance towers form integral sections of the stadium wall. Each ticket booth occupies a rectangular 1 ½ story tower with a hipped roof covered with terra cotta barrel (Spanish) tiles. (Photographs 4 and 5) Surviving pieces of roofing tiles that have fallen to the ground are stamped "Imperial," produced in Chicago by the Ludowici-Celadon Corporation. The outer wall of each tower has cast stylized pilasters which extend from a base to a frieze. The pilasters are incised with parallel horizontal lines to resemble joints between stone quoins. A frieze band and ogee cornice molding top the pilasters. Between the pilasters is a shallow recessed arch decorated with a terra cotta bas relief sculpture featuring an Olympic figure located near the top of the arch. Beneath that are pairs of ticket windows with decorative vertical cast iron bars. Spanning the tops of the pair of windows is a terra cotta mosaic frieze with inlaid small square tiles and blue-glazed tiles with the word "Tickets" in yellow tile over each window and decorative molded yellow terra cotta tile in the middle. Gates adjoining each ticket booth consist of heavy iron/steel vertical spikes with diamond-interlocked wire panels behind. Concrete chamfered attached columns with flat capitals support the gates. Each entrance gate has an inset concrete panel above with incised block capital letters identifying "HINCHLIFFE STADIUM." Gates connect at each corner with a curved wall interrupted with vertical and horizontal bands defining rectangular recesses. Flat concrete coping caps the wall. Attached to the east side of the northeast wall ticket booth (N2) is a poured concrete hip roofed building that housed the men's and women's restrooms. The building, added in 1934, and designed by the architectural firm of Fanning and Shaw who did the original design of the stadium (Figure 8), forms a continuous section of the stadium's northeast wall. The restroom addition's hipped roof is covered with red asphalt shingles and has extensive fire damage that occurred after the stadium was closed in the 1990s. The original roof covering according to the 1934 architectural blueprints was terra cotta tile like the other roofing material used in the stadium.

Inside the Stadium:

The decorative pattern of the wall and parapets (except the molded decorative tiles) described for the exterior walls repeats on the stadium interior surfaces.

Ticket booth operators accessed the booths from inside the stadium at the upper deck (Liberty Street level) through a three-part center door with transom set within a recessed arch in the wall of the booth structure. The interior space of the two booths fronting onto Liberty Street (northwest wall – N1 and W1) are at ground level, while in the northeast (N2) and southwest (W2) booths ticket sellers used concrete steps to descend to the ticket windows at street level. (Photograph 6) Trap door openings in the ceilings provide access to the upper (attic) area of the booth buildings. Moderne style porcelain wall lamp fixtures are still intact in the north entrance Liberty Street booth (N1).

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Upon entering the stadium from either the West or North entrances, patrons pass through metal pipe railings and proceed toward the seating decks along a curved wall leading to steps down to the upper deck level or by steps along the northwest wall down to the concession area. All steps throughout the stadium are concrete with metal edge strips incised with crosshatches to prevent slipping.

A cast stone relief sculpture, of a gladiator located near entrance tower N1 is the work of Italian-born sculptor Gaetano Federici who was regionally prominent and lived in Paterson. The relief sculpture was added in 1936. In addition, the interior wall near the concession stand was embellished with two bronze plaques, one honoring Eleanor Egg, a national champion runner, dedicated at the same time as the stadium in 1932. The other plaque was added in 1934 honoring Al Vande Weghe, a world champion swimmer and Olympic Silver Medalist. These bronze plaques were stolen from the stadium, but both missing plaques have been recovered and returned to the Paterson Board of Education and are currently in their storage facility, according to information provided by the New Jersey SHPO.³

The large enclosed concession stand, added in 1934, according to a design by Fanning and Shaw Architects, spans the upper stadium deck recessed under the northwest stadium wall, with six service openings. (Photographs 15 and 16) An access door is located in the base of the gabled parapet on the north end of the concession area. The concession area extends southeastward into the seating space with a concrete terrace on block foundation surrounded with metal pipe railing. At the west and north ends of the concession stand are two rooms, each with a single high ventilation opening. Doors reinforced with woven vertical and horizontal iron straps provide access to each of the rooms. According to the architect's plans, each of these rooms had a sink against the back wall.

Just southeast of the north entrance stands the restroom addition, also a Fanning and Shaw design constructed in 1934. (Figure 8) Incised horizontal lines creating bands embellish the walls of the restroom building. A fire in the late 1990s or 2000s, after the stadium was closed in 1996, damaged the restroom section, leaving holes in the roof and charred rafters. Each room has a door and a high rectangular window in the southwest wall, three high windows in the northeast wall, and one high window in the end wall (southeast and northwest). Above each door is an opening covered with woven horizontal and vertical iron straps. Skim-coated concrete, painted white, forms the interior walls. Wall board over metal lath constitutes the ceiling. As described, the exterior architectural features have been damaged by weathering and vandalism but remain primarily intact; however, its interior and roof structure have been mostly lost due to the fire and weathering.

The curved, stepped concrete seating decks divide into sections through the use of low concrete walls and access stairs approximately 3 feet wide. Chain link gates open from the field approximately 2 feet above the track level. Originally steps led from the track to the gates but they were removed in 1934 because they obstructed racing motorcycles.⁴ Other 1934 improvements noted in newspaper reports and in Fanning and Shaw's architectural drawings, included the extension of stadium seating along the "left field".⁵ This added seating completed the arc of bleachers along the southeast side of the field. Prior to the construction of the additional bleacher seating at the southeast (left field) end of the stadium, the contour of the stadium continued to the southeast end with ramped packed earth, covered with sod. Portable wooden bench seating

³ Flavia Alaya, PhD, "Report on Viewing Two Frederici Plaques, Eleanor Egg and Albert Vande Weghe, on behalf of Hinchliffe Stadium and Paterson Public Schools, 31 July, 2003," provides additional information about the plaques, their history, loss and recovery.

⁴ *Paterson Evening News*, May 23, 1934, cited in Connolly & Hickey, "Hinchliffe Stadium, Paterson, New Jersey: A National Black Baseball Venue," (Trenton: New Jersey Department of Environmental Protection/Natural and Historic Resources/Historic Preservation Office, March 2011), Annotated Black Baseball Inventory. All newspaper citations in this NHL documentation are taken from this Connolly & Hickey report unless otherwise indicated.

⁵ *Paterson Evening News*, August 28, 1934.

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accommodated large crowds when needed at this end of the stadium. Currently, bleacher seats appear to be fiberglass on wood frames, installed in 1963-1964, replacing older wooden bench seats. Reports variously claimed the stadium could seat from 7,000 to 9,500 to as many as 12,000 spectators with temporary bleachers. All seating is presently uncovered. However, historic photographs show the northwest end sections of bleachers sheltered by a steel framed canopy added in 1936, according to an article in the *Paterson Evening News*.⁶ Although no longer present, the steel-framed canopy survived at least until 1963-1964, after the field and track were extended. The canopy appears in a photograph which shows the extended field without the post-1973 maintenance building/garage. A molded concrete block press box on a raised metal frame stands on the southwest wall interior above the upper southwest seating deck. (Photograph 11) The press box structure was added to the stadium probably in the 1960s, but replaced an earlier wooden press box (probably dating from 1937) which shows clearly in a photograph taken before the field was extended in 1963. (Figure 9) The current press box is in the same location and configured similarly to the earlier one.

Teams played night games at Hinchliffe almost from the start using portable arc lights brought in by visiting teams. The date that permanent lighting was installed in the stadium is not known for certain, but newspaper stories suggest 1935. The Black Yankees played their first night game at Hinchliffe on August 15, 1935, according to the *Paterson Evening News*.⁷ Photographs from the 1940s show poles with lights, which appear to be permanent. No stadium lighting fixtures are currently in place.

On the Maple Street side of the stadium locker rooms for home and visiting teams, showers, restrooms and a boiler room occupy the space below ground level and beneath the stadium's southwest seating deck. (Figure 10) A long corridor extends from the south entrance westward along the file of rooms to the end of the interior space. Access doors enter from the south end wall of the seating deck, opening to a passageway which runs along the interior side of the locker and shower rooms. Another access door leads to the locker area corridor directly from the track, just southeast of the track's curve at the west corner. The underside of the stepped deck forms the ceilings for the lower level locker area. (Photograph 17) The rooms are variably sized, and contain relatively open space with little equipment remaining other than urinals. Shower stalls are intact but no visible plumbing fixtures remain. (Photograph 18) Six-light windows in the interior wall between the locker rooms and the corridor provide borrowed light from the exterior windows along Maple Street to illuminate the corridor. The rooms on the interior side of the corridor, under the lower seating rows provided storage space.

A quarter-mile track encircles the field with the stadium seating decks wrapping around the upper (northwest) end and sides. The curved ends of the track are slightly flattened, giving the track and field a distinctive shape. A section of straight track at the south corner departs from the oval to create a 100 yard straightaway. The running track, originally a 1/5 mile cinder track and extended to 1/4 mile in 1963-1964, is currently covered with degraded composite material. The track was widened in 1934 and improved with new surfaces at various times over the course of its history.

The stadium appears never to have had true below-ground recessed dugouts. Instead, players from each team sat along the edge of the track in shelters with a roof and side walls, open to the track. They show clearly and in use during a football game in a photograph from 1932, shortly after the stadium was completed. (Figure 7) The dugouts, as they were referred to in numerous newspaper stories, survived at least into the late 1940s or early 1950s, where they appear behind safety padding in photographs of midget car racing from that era. Currently, the dugout structures are gone, but their locations are marked by a raised stepped parapet section of the wall separating the track from the stadium seating in the curve of the north and west corners.

⁶ *Paterson Evening News*, April 11, 1935.

⁷ *Paterson Evening News*, August 16, 1935.

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Coarse asphalt currently covers the field oval inside the track, laid prior to the 1980s application of Astroturf (most of which is now removed). Originally grass covered the field. The baseball infield occupies the north corner of the field since 1964, consisting of a round pitcher's mound, hexagonal home plate area, and three triangular areas for first, second, and third base, all of which are open ground exposed through the asphalt and held within wood frames. The original design placed the ball diamond symmetrically within the upper (northwest) curve of the stadium. Pits for long jump and pole vault remain in the surface of the southeast end of the field, as does a scoreboard. The open southeast end of the field terminates with a chain link fence, now extensively overgrown with trees that block the once open vista of east Paterson from the stadium seats. In the original 1932 construction a continuous concrete wall enclosed the southeast end of the field. Other renovations were made to the stadium in 1983, including the application of Astroturf to the field and cleaning and repair of spalled and damaged concrete of the stadium building.

When the stadium was completed in the summer of 1932, the *Paterson Evening News* on Thursday, July 7, 1932 reported on its appearance, quoted in full: [note that the article refers to the sides of the field as north, south, east and west rather than actual compass points which correlate to the corners of the stadium and field]

Extending along the entire frontage of Maple and Liberty Streets and forming a part of the stands is a concrete wall averaging from seven to ten feet high above grade, cast in sections with recessed brush-hammered panels and surmounted by a concrete coping. Interspersed between these sections are concrete pylons, seven on each street, four feet wide and running up about three feet six inches higher than the wall and surmounted with a red terra cotta coping. In the face of each pylon is a circular colored tile plaque, two feet in diameter, illustrating different 'sports.' At the back of each pylon and extending twenty-five feet above the top is a steel flag pole surmounted with a gilded ball.

Along the east and south sides a plain reinforced concrete wall over seven feet high serves to enclose the balance of the Stadium.

For the speedy sale of tickets and the rapid handling of [a] large number of people, ample provision has been made at the northeast and northwest corners of the structure by enclosing an area of approximately sixteen hundred square feet at each corner and erecting in each two concrete ticket booths, each ten feet by sixteen feet, and having a red Spanish tile roof. The sides have brush-hammered panels and colored tile plaques over the windows. From these areas access to the stands is gained by ample ramps and steps.

The stands are made up of twenty-two sections designated as upper and lower stands. The lower stands have sixteen sections of fourteen rows each and the upper stands six sections of fourteen rows each. All stands are reinforced concrete construction surmounted by wood rails for seats, and, with the exception of five sections over the west, or Maple Street, side are built on solid ground. Under the five sections on Maple Street, provision is made for dressing rooms, locker rooms for local and visiting teams, shower and toilet rooms for players, public toilet room for men and women, and boiler room.

The arena, or playing field, has been laid out to give the widest possible range for football and track activity. Generally, it is bounded on the west, north and part of the east sides by a concrete wall about four feet high, this wall acting as the front wall of the stands. The balance of the east side is formulated by a sloped sodded bank [in 1934 this sodded slope was filled with concrete seating to match the rest of the stands] and the south end of the field is limited by the fence wall and backstops.

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A cinder track, twenty feet wide, one-fifth mile in length, circles the field, the outer edge being five feet from the field wall. The westerly side of the track has been extended southerly about seventy feet beyond the southerly wall to give a straightaway course for 100-yard dash and hurdle events.

The baseball diamond is laid out on the long axis of the field, second base being about fifteen feet north of the short axis. The home plate is about sixty feet south of the north field wall, and the right field foul line measures 330 feet from the home plate to the field wall. The distance from the home plate to the backstop on the south wall is 335 feet.

The football field is also laid out on the long axis of the field, the goal posts at the north end being fourteen feet north of the home plate as shown on the baseball diamond, or forty-six feet south of the north fence. The south goal post will be approximately the same distance north from the south wall. The sideline will be approximately eighty feet east and west of westerly and easterly field walls respectively.

The entire field has been graded to fourteen catch basins located at intervals along the inside edge of the track to insure proper drainage and with the exception of the base runners' lines, the pitchers' and catchers' boxes, which are of clay, has been sodded and seeded"⁸

Assessment of Integrity:

Although the stadium is in deteriorated condition, it clearly still portrays the description of its as-built condition as written and photographed in 1932, and throughout its historic association with Negro professional baseball. Major character-defining alterations came early, in the 1930s, and predominantly in 1934 with the addition of the restroom building, the concession stand, the remaining seating along the southeast wall, and widening of the track. The changes reflect the use of the stadium as an entertainment venue that was subject to the needs of shifting business models. The stadium retains its setting on the banks of the Passaic River, overlooking the Great Falls and the industrial heart of Paterson, the same commanding view that stadium patrons would have seen historically. It retains most of its original materials, including its reinforced poured concrete structural composition, clay tile roofing (except for the restroom building), and ornamental tile mosaics. Its distinctive form is intact, a unique design that fit the stadium into a tight piece of urban land. Thus Hinchliffe readily evokes the feeling of and association with the events that occurred there throughout its historic role in the larger nationally significant story of racial segregation as expressed through Negro professional baseball. Moreover, Hinchliffe Stadium retains integrity of location and setting since its surroundings remain largely unchanged. The Stadium's design, materials and workmanship survive intact and clearly impart the original and historic appearance and construction of the building. Although years of vacancy and vandalism have damaged the building, it remains as one of the most intact, if not *the* most intact of the few remaining stadiums that retain important historical integrity, associated with Negro baseball. Hinchliffe is distinctive, not only because of its unique design, but because it retains its entire physical plant, rather than just a field or lot where games were played. The ultimate test for integrity for Hinchliffe Stadium is whether members of the New York Black Yankees, or Newark Eagles, Cuban Stars, Bacharach Giants, Pittsburgh Crawfords, or any of the other teams that played there, or the spectators, or participants in the other sporting events of the 1930s would recognize the place if they were able to return. Undoubtedly they would. Standing high in the stadium, near the concession stand, looking out over the empty seats and field, and beyond to the vista of East Paterson, one can imagine hearing the crack of the bat and cheers in the stands; feel the bustle of activity around the concession stand, and the excitement and drama taking place on the field against the scenic vista backdrop.

⁸ Connolly & Hickey, "Historical Significance Investigation: Report Evaluating the National Significance and Integrity of Hinchliffe Stadium," (Trenton: New Jersey Department of Environmental Protection/Natural and Historic Resources/Historic Preservation Office, March 2011), citing an article by John J. O'Rourke, *Paterson Evening News*, July 7, 1932, p. 14.

Appendix G

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

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To be sure, Hinchliffe Stadium hosted many sports and entertainment attractions in addition to Negro baseball. These other activities have their own stories not told here (see 2004 National Register nomination). Some of these other sporting events such as automobile, midget car, and motorcycle racing necessitated some of the changes to the stadium either during the period of significance, or in more recent times. Keeping the stadium active and profitable was a business that was usually successful for the City of Paterson, thus accommodations were made as needed throughout the history of the stadium so that it would remain successful. Most of the major additions and changes occurred during the period that Hinchliffe Stadium was nationally significant for its role as a host to high quality Negro professional baseball play.

Resource Count:

- 1 contributing building (stadium with attached historic and non-historic additions, including the concession stand, restroom addition, added seating, all from 1934, and the current press box from the 1960s)
- 1 contributing structure (track and field, including widened track from 1934 and extended track from the 1960s)
- 1 non-contributing building (garage/storage building, added about 1979)⁹

Not counted – small-scale elements such as fences and the scoreboard. The current scoreboard appears to date from the 1960s, when the field and track were extended. Some of the fencing associated with the entrance areas and along the tops of the stadium walls dates from the 1930s and '40s. The fence along the southeast end of the field was installed at the time of the extension of the track and field.

⁹ The 2004 National Register nomination for Hinchliffe Stadium notes 1 contributing building and 3 non-contributing structures. The non-contributing resources are not described, so it is unclear what they are and whether they are still present. One of the non-contributing properties may have been the garage/storage building, which is noted as a non-contributing building in this document. Another resource may have been the press box, which is not counted as an individual resource in this document as it is attached to and thus part of the main stadium building.

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8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:

Nationally: X Statewide: Locally:

Applicable National

Register Criteria:

A X B X C D

Criteria Considerations

(Exceptions):

A B C D E F G

NHL Criteria:

Criterion 1

NHL Theme(s):

II. Creating Social Institutions and Movements
4. recreational activities

Areas of Significance:

Entertainment/Recreation; Ethnic Heritage – Black

Period(s) of Significance:

1932-1944

Significant Dates:

1933, 1934, 1935, 1936, 1937

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect/Builder:

John Shaw (Fanning & Shaw); Olmsted Brothers

Historic Contexts:

XXX. American Ways of Life
E. Ethnic Communities
XXXIV. Recreation
A. Sports
2. Baseball

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State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.**Statement of Significance**

Hinchliffe Stadium in Paterson, New Jersey, is nationally significant under National Historic Landmark Criterion 1 for its role in the history of Negro professional baseball in twentieth-century segregated America.¹⁰ The national significance of Hinchliffe Stadium is developed through National Historic Landmark Theme II: Creating Social Institutions and Movements, Subtheme 4: recreational activities. Built in 1931-32 as the Great Depression deepened and used during the era of “Jim Crow” segregation, Hinchliffe Stadium is an outstanding example of an athletic facility that served as a Negro professional baseball venue and home field for an extended period of time. Additionally, Hinchliffe Stadium hosted numerous Negro National League (NNL) games, considered by baseball scholars to be the premier Negro major league from the second half of the 1930s through the 1940s, including NNL season opening games in 1936 and 1937. It is through the strong association of Hinchliffe Stadium with Negro professional baseball as it operated within the context of institutionalized segregation of African-Americans in the United States by which the stadium gains national significance.

After Congress dismantled the post-Civil War Reconstruction programs in the 1870s, institutionalized segregation of African-Americans in accommodations, transportation, education, and entertainment was codified into law – known as “Jim Crow” laws – in the South and in many cases as unwritten law in the North. Upheld as constitutional by Federal courts and with Congress unwilling to step in, segregation of blacks in American society became the generally accepted norm. The establishment of primarily black-owned businesses and institutions, like Negro professional baseball teams and leagues, provided needed services and entertainments to the segregated African-American community and were for many a source of race pride. Negro professional baseball developed in response to the segregation of blacks, by “gentlemen’s agreement,” from major and minor league professional baseball in the 1890s, and grew to include both independent professional teams and Negro league affiliated teams. By the late 1930s, most professional black baseball was played within the league framework, although exhibition or “barnstorming” games, played outside the league game schedule, remained a financial necessity for all black teams.

While the bulk of Negro professional baseball games were played “on the road,” few teams owned their own ball field or even called any one stadium “home,” largely due to the high cost of ownership and lease agreements. The New York Black Yankees, whose name at least associated them with Yankee Stadium (demolished 2009), aspired to play at the major league stadium because of its potential to attract larger crowds and yield higher receipts. But the high rent charged at Yankee Stadium limited its use prior to 1939 to occasional high-profile exhibition games and forced Black Yankees owner James Semler to seek a more reasonably-priced home field. The Black Yankees played as the Hinchliffe Stadium Saturday home team from 1933-1935 while still an independent (non-league affiliated) team and as a Negro National League (NNL) franchise in 1937 and 1942. The NNL New York Cubans (Cuban Stars) were the Saturday home team at Hinchliffe in 1936, while the Dyckman Oval in Brooklyn served as their weekday home field. In 1941 the NNL Newark Eagles played as the Hinchliffe Saturday home team and shared the home field with the Black Yankees in 1937 and 1942. Hinchliffe Stadium hosted numerous Negro professional baseball games from its opening season in 1932 through 1944 and was a venue for regularly scheduled Negro National League games featuring

¹⁰ For the purposes of this nomination, the term “Negro professional baseball” refers to racially segregated professional baseball teams, whether within the Negro League framework or as independent non-league teams. During the period of racial segregation in professional baseball, Negro teams often moved in and out of official Negro League affiliation but were still considered professional baseball teams. Additionally, all Negro professional teams played non-league “barnstorming” or exhibition games throughout the baseball season (in addition to their league scheduled games if they were league-affiliated) in order to remain financially viable.

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league-affiliated teams beginning in 1935. While the U.S. involvement in World War II (1942-1945) significantly impacted team rosters, war-time industrial employment served to boost Negro baseball profits. In the New York/New Jersey area, teams like the Black Yankees shifted to play more games at Yankee Stadium, reducing the number of appearances at smaller venues like Hinchliffe Stadium. In October of 1945, the signing of Jackie Robinson to the Brooklyn Dodgers initiated the integration of professional baseball and brought the era of segregated Negro professional baseball to a close. No black professional baseball teams played at Hinchliffe Stadium after 1944 and most teams had disbanded after 1948.

Initially called City Stadium, Hinchliffe Stadium was constructed as a municipal stadium by the City of Paterson, an industrial city largely populated by European immigrant laborers. Like the larger northern industrial cities of New York, Philadelphia, Pittsburgh, Chicago, Detroit, and many other smaller cities, Paterson also included a small, but growing population of African-Americans, the result of several waves of the “great migration” from the South beginning about 1915 through the 1940s. In addition to Negro professional baseball games, Hinchliffe Stadium also hosted local (integrated) high school football and baseball games, track and field meets, minor league and semi-pro baseball and football, boxing, motorcycle and midget car racing, as well as entertainments and rallies.

Current research has identified 188 venues historically associated with Negro professional baseball during the era of racial segregation in the United States. Of those, only 31 venues are still extant. Based upon the currently available research, nine of the extant venues (including Hinchliffe Stadium) are considered potentially significant within this thematic context because of a documented association with Negro professional baseball and historical integrity to the period of use. The documentation of Hinchliffe Stadium through this NHL nomination demonstrates that Hinchliffe Stadium is an exceptional example of a Negro professional baseball venue for its relatively long association with Negro professional baseball, particularly at its highest level of play within the Negro National League, and for its historical integrity to that period of use. Because there were regional differences within the United States in the character of racial segregation as it applied to recreational venues – for example segregated seating in the South – and in team and Negro League associations – Negro National League and Negro American League in the North and Midwest, Negro Southern League in the South – within the Comparative Sites category Hinchliffe Stadium represents a Northern venue with significant high quality of play associated with the Negro National League.¹¹

The period of national significance for Hinchliffe Stadium covers the years the stadium served as a venue for segregated Negro professional baseball, 1932-1944. The period begins in 1932 with the first game of Negro professional baseball at the stadium, featuring future National Baseball Hall of Fame inductee John Henry “Pop” Lloyd and the independent Bacharach Giants, continues through the 1930s with its use as a home field by three NNL teams and increasing frequency of games including NNL scheduled games, through the declining years of the late 1930s and early 1940s, and ending with the 1944 season when the recently integrated Paterson semi-pro team, the Uncle Sams, played at least ten games against NNL and NAL teams.¹²

¹¹ Connolly & Hickey, “Historical Significance Investigation...,” p. 54, citing Neil Lanctot and Lawrence Hogan: “Negro League scholars such as Neil Lanctot, in *Negro League Baseball: The Rise and Ruin of a Black Institution*, and Lawrence Hogan, in *Shades of Glory*, state that the NNL and NAL were considered the “Major” Negro leagues. As Lanctot notes, “Although cities such as Birmingham and Memphis had been occasionally profitable, the urban centers of the north, midwest, and upper south had always been the backbone of the industry...” Hogan notes...“From 1933 through 1948 the strength of Negro League baseball was in the east in the Negro National League and on a similar although in the judgment of most historians of the Negro league game, slightly less high quality of play, in the west in the Negro American League after 1937.”

¹² Connolly & Hickey, “Hinchliffe Stadium...A National Black Baseball Venue,” p. 7-15.

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NHL Theme II: Creating Social Institutions and Movements

The rise and fall of black professional baseball provides a window into several major themes in modern African American history, illustrating the initial response to segregation, the subsequent struggle to establish successful separate enterprises, and the later movement toward integration.¹³

Separate African-American enterprises such as Negro professional baseball began as a response to the post-Reconstruction establishment of strict social segregation of blacks, primarily in the southern states in legal terms, but tacitly sanctioned in the northern states. Congressional action – and inaction – and state and Federal courts reinforced racial segregation. Among the most pivotal was the U.S. Supreme Court ruling in *Plessy v. Ferguson* (1896) on a Louisiana law that required separate railroad cars for blacks and whites. This ruling effectively legitimized the “separate but equal” foundation of the “Jim Crow” era. As the first wave of the “great migration” of blacks from the South to northern industrial cities began about 1915 and successive waves followed in the 1920s through the 1940s, increased segregation in the North followed as well. Segregation in education, transportation, commercial services, and entertainment venues became the accepted norm throughout much of the United States, thus black-owned businesses catering primarily to black consumers were seen as the way toward “economic advancement, self-help, and racial solidarity.”¹⁴ Following this trend, the previously semi-integrated professional baseball world shifted to segregated teams beginning in the 1890s and was completely segregated, by “gentlemen’s agreement,” by the turn of the century.¹⁵

Historically there were differing views within the African-American community about developing a separate black America parallel to white American society, expressed primarily in the writings and activities of Booker T. Washington and W. E. B. Du Bois. Washington suggested that blacks would prove their worthiness through education, thrift and industry, and success within the segregated community. Du Bois’ more activist approach to segregation, through the establishment of the Niagra Movement in 1905 and later the NAACP (1909), espoused a more direct goal of integration via Federal and judicial intervention. But by the early 1930s, Du Bois too was suggesting that high-quality separate black business and social institutions were necessary to advance the African-American people until integration could be achieved.¹⁶

The dramatic increases in African-American populations in northern industrial cities beginning around 1915 and continuing through the 1920s and 30s facilitated development of Negro professional baseball. Though most black teams marketed primarily to their urban black fan base, there was a significant reliance on exhibition games featuring white semi-professional and sometimes professional team opponents for their ability to attract larger mixed audiences.¹⁷ Still, the early Negro leagues that organized in 1920 and 1922, which by definition featured all-black teams (including some Cuban and Puerto Rican blacks), were initially successful. Their success was short-lived, however, as the Great Depression of the early 1930s impacted large segments of the nation’s laboring population, hitting African-American workers hardest. The resultant loss of the core fan base, as well as the economic disaster of the depression, caused the collapse of these early Negro leagues and Negro professional baseball returned to its pre-league structure of unaffiliated teams playing exhibition games against both black and white opposing teams.¹⁸

¹³ Neil Lanctot, *Negro League Baseball: The Rise and Ruin of a Black Institution*, (Philadelphia: University of Pennsylvania Press, 2004), p. viii.

¹⁴ NHL Theme Study, “Civil Rights in America: Racial Desegregation of Public Accommodations,” (NPS, 2009), p. 23.

¹⁵ In the North, Midwest, and California in particular, some amateur and semi-professional baseball teams/leagues remained integrated to some degree. However, professional baseball – both the major and minor leagues – was fully segregated by “gentlemen’s agreement.”

¹⁶ Du Bois advocated African-American cultural identity but believed that it could be maintained within an integrated American society. See National Research Council, *A Common Destiny: Blacks and American Society*, (Washington, D.C.: National Academy Press, 1989), pp. 194-195.

¹⁷ Lanctot, p. 4.

¹⁸ Ibid., p. 9.

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Like other northern industrial cities, the City of Paterson, New Jersey was hit hard by the Great Depression. Using bonds and some New Deal funds, Paterson built its City Stadium, later known as Hinchliffe Stadium, in 1931-32 to bring hope and relief in the form of sports and entertainment to the city's struggling, largely immigrant population as well as the growing black community. Beginning with its initial short season in 1932, the stadium was leased out to baseball teams, or to promoters who booked the teams, both black and white, as well as other sports, in order to make it a "paying proposition." By 1934 the unaffiliated New York Black Yankees were considered, according to local newspaper sources, an important draw of crowds to the stadium.¹⁹ Hinchliffe Stadium served as a home field variously for the New York Black Yankees, who joined the second Negro National League (NNL) in 1936, and NNL teams the New York Cubans and the Newark Eagles, and as a venue for regularly scheduled NNL games and exhibition or barnstorming games. The home teams and their various opponents brought with them to the Hinchliffe field Negro professional baseball star players including John Henry "Pop" Lloyd, Josh Gibson, Raleigh "Biz" Mackey, Oscar Charleston, Raymond Emmet Dandridge, Martin Dihigo, Buck Leonard, Willie Wells, George "Mule" Suttles, Leon Day, and James "Cool Papa" Bell, all of whom were later inducted into the National Baseball Hall of Fame. Local future Hall of Famers, Larry Doby and Monte Irvin, were said to have been scouted by the NNL Newark Eagles at Hinchliffe Stadium.²⁰

Negro professional baseball, particularly within the framework of the Negro National League (1933) and Negro American League (1936), reached its zenith during World War II as war-time employment boosted incomes in the African-American workforce. But the 1945 signing of Jackie Robinson by the Brooklyn Dodgers and his April 1947 debut in major league baseball inaugurated the rapid decline of Negro professional baseball as "the fans wanted to see black players in the majors."²¹ Robinson's entry into the previously all-white National League sent shockwaves along the "color line" that had been drawn by racial segregation in America more than 50 years earlier. Three months after Robinson's 1947 debut with the Dodgers, Larry Doby, a former Paterson resident who played high school football and baseball as well as semi-pro and professional baseball at Hinchliffe Stadium, broke the color barrier in the American League. Though Robinson and Doby's entrance into the white major leagues was not the first breakthrough in the deconstruction of institutionalized segregation, the integration of baseball, "America's pastime," was a dramatic turning point in American history.

History and Context – Segregation, Baseball, and Hinchliffe Stadium

The American Negro Confronts Racial Segregation

African-American social historian John Hope Franklin, much of whose research was contemporary with the last decades of segregation in America, wrote: "The forces that have operated on the Negro population during the last three centuries have been of such nature as to create a distinctly separate Negro world within the American community."²² That separateness began with the institution of slavery "with its basic assumption of an inherent difference between the white and Negro population."²³ There was little respite following emancipation through

¹⁹ Alfred M. Martin and Alfred T. Martin, *The Negro Leagues in New Jersey*, (Jefferson, NC: McFarland & Co., 2008), p. 23.

²⁰ Several sources reported that Larry Doby claimed he was scouted at Hinchliffe in his 1998 Hall of Fame speech. This appears not to be the case since the claim does not appear in the transcript of Doby's speech. Dr. Lawrence Hogan, after an interview with Monte Irvin, notes that "Monte Irvin personally confirms that his tryout for the Newark Eagles took place at Hinchliffe where he met for the first time two players who were to be lifelong friends, Josh Gibson and Buck Leonard. Monte states that Larry Doby's try out took place at Eastside Park, Paterson's other professional baseball field." (Connolly & Hickey, "Hinchliffe Stadium...A National Black Baseball Venue," pp. 22-23.)

²¹ Lawrence D. Hogan, *Shades of Glory*, (Washington, D.C.: National Geographic Society, 2006), p. 345.

²² John Hope Franklin, *From Slavery to Freedom: A History of Negro Americans*, (New York, NY: Vintage Books Edition, 1969), p. 559.

²³ Ibid.

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the post-Civil War period of Reconstruction, particularly in the southern states, despite two Constitutional amendments and the Civil Rights Acts of 1866 and 1875. After 1877, with the dismantling of Federal Reconstruction policies, “Jim Crow” segregation laws began to take hold in the South.

“Separate but equal” became the basic framework of Jim Crow legislation. Between 1887 and 1892, Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Maryland, North Carolina, Kentucky, South Carolina, Tennessee, and Virginia all enacted new segregation and discrimination laws. The Jim Crow laws differed in small particulars, but maintained a consistency in requiring separate accommodations for blacks and whites in transportation and most other public accommodations including hospitals, hotels, insane asylums, restaurants, saloons, prisons, theaters, and cemeteries.²⁴

The 1896 U.S. Supreme Court ruling on the case of *Plessy v. Ferguson*, in favor of a Louisiana law requiring “equal but separate” railroad accommodations for blacks, served to legitimize racial segregation in the United States for the next fifty-odd years. In his majority opinion Justice Henry Billings Brown wrote that “if one race be inferior to the other socially, the Constitution of the United States cannot put them on the same plane...” and thus did not require the “enforced commingling of the two races.”²⁵

Baseball, considered “America’s pastime” from as early as 1860, was also affected by the growing racial divide. While most teams, from amateur to professional, typically fielded all-white or all-black players, there were a few black players recruited onto white professional teams as late as the 1890s, and all were in Northern or Midwestern states. In 1878 John “Bud” Fowler played minor league ball for a Massachusetts team in the International Association, in 1884 for a Minnesota team in the Northwest League, and in 1895 in the Michigan State League. Moses Fleetwood Walker played in the major league American Association in 1884 for a Toledo, Ohio team and in 1886 George Stovey, star pitcher for the black Cuban Giants of Trenton, New Jersey, was recruited by the white Jersey City minor league team playing in the Eastern League.²⁶ In 1887 there were seven black professional baseball players in the International League. But 1887 appears to have been the high water mark for integrated professional baseball.²⁷ Sol White, who was among the last black players to play on a white team in 1895, published his chronicle of black baseball in 1907, coming then to the conclusion that “in no other profession has the color line been drawn more rigidly than in baseball.”²⁸

In the South, Jim Crow laws touched on all aspects of social interaction and effectively created two separate worlds. In addition to separation of the races in public accommodations, including recreation and entertainment venues, the separate and generally unequal access to education led to educational institutions primarily supported by black churches rather than local governments.²⁹ The glimmer of equality and integration experienced by some American blacks in the North, men like W. E. B. Du Bois who was born in Massachusetts and earned advanced degrees from Harvard University, was not experienced by the vast majority of the African-American population. And even integrated and educated men like Du Bois felt the duality of being African-American in the United States at the turn of the twentieth century. In a 1903 essay Du Bois described it as a feeling of “two-ness, - an American, a Negro...in one dark body.”³⁰

Separate African-American institutions and enterprises such as churches, schools, hospitals, and businesses, as well as Negro professional baseball, developed as a response to the strict social segregation of blacks from

²⁴ NHL Theme Study, “Civil Rights in America: Racial Desegregation of Public Accommodations,” (NPS, 2009), pp. 15-16.

²⁵ NHL Theme Study, “Racial Desegregation in Public Education in the U.S.,” (NPS, 2000), p. 18.

²⁶ Hogan, pp. 43-44.

²⁷ Ibid., p. 56.

²⁸ *Sol White’s Official Baseball Guide*, as cited in Hogan, p. 47.

²⁹ NHL Theme Study, “Racial Desegregation in Public Education in the U.S.,” (NPS, 2000), p. 29.

³⁰ In *A Common Destiny: Blacks and American Society*, (Washington, D.C.: National Academy Press, 1989), pp. 195-195.

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established white institutions and businesses. However, African-Americans were not of one mind concerning the creation of a separate black America parallel to white American society. Writing in 1908, Ray Stannard Baker noted “there are almost innumerable points of view and suggested modes of conduct, but they all group themselves into two great parties which are growing more distinct in outline and purpose every day.”³¹ The two schools of thought were represented primarily by the writings and activities of Booker T. Washington and W. E. B. Du Bois.

Booker T. Washington, who was born a slave in the South and educated at the all-black Hampton Institute in Virginia, was hailed among whites and many blacks for his belief that African-American advancement would be achieved through practical education, self-help, and accommodation to segregation. His Tuskegee Institute provided industrial and agricultural vocational training for blacks, believing that if “the Negro learned to produce what other people wanted and must have, in the same proportion would he be respected.”³² Washington did not believe in “agitating the questions of political rights or racial equality” suggesting instead that blacks would prove their worthiness for equality and eventual integration through education and success within the segregated community.³³ Baker wrote on Washington’s conciliatory school of thought: “He teaches that if the Negro wins by real worth a strong economic position in the country, other rights and privileges will come to him naturally. He should get his rights, not by gift of the white man, but by earning them himself.”³⁴

W. E. B. Du Bois, though born and raised in Massachusetts, completed his undergraduate studies at Fisk University in Louisiana where he experienced first-hand the Jim Crow segregation of the South. Du Bois took a more activist approach to segregation with a more direct goal of integration via Federal and judicial intervention. His belief that African-Americans should actively pursue equality was laid out in the Niagara Movement Declaration of Principles, a group organized by Du Bois and others in 1905:

We refuse to allow the impression to remain that the Negro-American assents to inferiority, is submissive under oppression and apologetic before insults...Persistent manly agitation is the way to liberty...³⁵

Du Bois went on to help establish the National Association for the Advancement of Colored People (NAACP) in 1909, which carried on the principles of the Niagara Movement. On this activist school of thought Ray Stannard Baker observed: “Everything that tends to set the Negro off as a Negro, whether the white man does it or the Negro does it, is bitterly opposed by this party of coloured people,” adding for illustration a comment made by an African-American man in Boston, “The coloured man must not draw the line himself if he doesn’t want the white man to do it.”³⁶

While the NAACP and other smaller regional groups continued the work toward full integration and equality for African-Americans in the United States, others agitated for more dramatic alternatives. Beginning in 1914 Marcus Garvey led a separatist movement, promoting “black social and moral independence within white society.”³⁷ AME Bishop Henry McNeal Turner supported emigration to Africa rather than capitulation to segregation.³⁸ Though more extreme than the approach of Booker T. Washington, these groups likewise

³¹ Baker, “An Ostracised [sic] Race in Ferment,” in Henry Louis Gates, Jr. & Gene Andrew Jarrett, eds., *The New Negro: Readings on Race, Representation, and African American Culture, 1892-1938*, (Princeton, NJ: Princeton University Press, 2007), p. 70.

³² NHL Theme Study, “Racial Desegregation in Public Education in the U.S.,” (NPS, 2000), p. 30.

³³ NHL Theme Study, “Civil Rights in America: Racial Desegregation of Public Accommodations,” (NPS, 2009), p. 17.

³⁴ Baker, in Gates & Jarrett, p. 72.

³⁵ Ibid., pp. 73-74.

³⁶ Ibid., p. 75.

³⁷ NHL Theme Study, “Civil Rights in America: Racial Desegregation of Public Accommodations,” (NPS, 2009), p. 26.

³⁸ Ibid., p. 18.

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espoused some form of separation rather than integration. And after decades of activism, by the early 1930s, even Du Bois suggested that high-quality separate black business and social institutions were necessary to advance the African-American people until integration could be achieved: “Think of the splendid moral appeal that you can make to a million children tomorrow, if once you can get them to see the possibilities of the American Negro today and now, whether he is segregated or not, or in spite of all possible segregation...”³⁹ Thus in the segregated America of the twentieth century that grew out of slavery, Reconstruction, and Jim Crow laws, African-Americans necessarily nurtured a culture of duality.

The Birth and Growth of Negro Baseball

Within this context, the game and business of Negro professional baseball was a prime example of both the American culture of segregation on the one hand and African-American cultural distinction on the other. Despite the underlying racial insult of segregated baseball, Negro professional baseball became a point of pride within the African-American community. As the previously marginally integrated professional baseball world shifted to fully segregated teams in the late 1890s, ball-play became a field in which African-Americans could prominently display their equal, if not superior abilities.⁴⁰

In the South, the racial divide between black and white was clearly drawn long before it was codified into law beginning in the 1880s. There amateur to professional all-black baseball teams played much as they had during the middle of the nineteenth century. The large southern black population was for the most part rural, and as a result, according to baseball historian Lawrence Hogan, black team baseball in the South was generally a local game with “little evidence of traveling intercity touring teams.”⁴¹ The relatively small black populations in the northern cities and towns of the late nineteenth century deterred the growth of black professional teams, lacking the fans to support them. Despite this, the first all-black professional team, known as the Cuban Giants, was fielded out of Trenton, New Jersey in 1885.⁴² In April 1888, *The Age*, an African-American newspaper, reported on the Cuban Giants, who were in fact not Cuban but black Americans:

[T]he Cuban Giants have done the race good service. They are helping to destroy the objection to meeting colored men on an equal footing, which is the most pronounced feature of the race problem with which we have to contend.⁴³

The Cuban Giants were reportedly “the only colored professional baseball nine in the country” in 1888.⁴⁴ Although they called Trenton home, the Cuban Giants were primarily a traveling team. They played exhibition games, often against white teams from the major and minor leagues in order to find opponents of equal skill, as well as local amateur and semi-pro teams, both black and white.⁴⁵

The Cuban Giants, and the Negro professional teams that followed, drew their players from the ranks of the amateur and semi-professional club teams and “industrial” teams. The industrial teams were the historic backbone of baseball, typically a company formed the team, recruiting players from the company’s employees,

³⁹ Du Bois, “Councils of Despair,” in Kai Wright, ed., *The African-American Experience*, (New York, NY: Black Dog & Leventhal Publishers, 2009), p. 463-465.

⁴⁰ Hogan, pp. 2, 43-65; Lancot, p. 4; Timothy M. Gay, *Satch, Dizzy & Rapid Robert: The Wild Saga of Interracial Baseball before Jackie Robinson*, (New York, NY: Simon & Schuster, 2010), p. 19.

⁴¹ Hogan, p. 18.

⁴² Ibid., p. 21.

⁴³ *The Age*, April 14, 1888, as cited in James E. Brunson III, *The Early Image of Black Baseball I: Race and Representation in the Popular Press, 1871-1890*, (Jefferson, NC: McFarland & Co., Inc., 2009), p. 115.

⁴⁴ *The Gazette*, July 21, 1888, as cited in Brunson, p. 115.

⁴⁵ Hogan, p. 27. Throughout the history of baseball, most amateur or semi-pro teams were sponsored by industries whose employees played on the team and took their team name from the sponsoring company.

Appendix G

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to boost morale – and perhaps advertise their company name.⁴⁶ For Negro baseball such teams served, much like the white minor leagues, as a “farm” system preparing young players for recruitment onto professional teams.

While a few black players, including Cuban Giants’ pitcher George Stovey, did play on white professional teams as late as 1895, by the turn of the twentieth century professional baseball throughout the country was fully segregated. Though never an “official” policy, African Americans, along with African-heritage players from the Caribbean islands, were excluded from organized professional baseball by “gentleman’s agreement.”⁴⁷ As with other African-American institutions created in the wake of segregation, if black players wanted to play professional baseball, it would have to be on an all-black professional team. In the vein of Booker T. Washington’s self-help vision, Moses Walker, among the last black ball players to play in the white professional leagues, wrote in 1908: “...the Creator had endowed His people with every power and means to attend to their own physical needs, and if they fail in the use of these faculties they may sit until the end of time waiting for outside help.”⁴⁸ Several black entrepreneurs, including former player Bud Fowler, established professional Negro ball clubs in the Midwest in the 1890s, and by 1906 there was “a virtual explosion of black independent clubs within a hundred-mile radius of New York, New Jersey, and Pennsylvania.”⁴⁹

Like the earlier Cuban Giants, the all-black teams formed in the first decades of the twentieth century traveled continuously from city to city and to smaller towns. They played exhibition games against each other, but also against white semi-pro teams and sometimes professional minor and major league teams. Interracial play assured greater attendance and financial stability by widening the audience to include white fans.⁵⁰ This practice, known as “barnstorming,” also brought professional baseball to rural locations, where residents otherwise would never see their baseball heroes, both black and white. The sheer volume of games played on the barnstorming circuit ensured the survival of black teams and their poorly-paid players, and it remained an integral part of Negro professional baseball even after organized Negro league play began in the 1920s.⁵¹ And it wasn’t just the black players who relied on the financial gain from these barnstorming games, according to baseball historian Timothy Gay:

Until the 1940s, paychecks for white big-leaguers arrived only during the season. Barnstorming, then, became an important way to fatten money clips during the fall and winter.⁵²

Early segregated Negro professional baseball’s heavy reliance on games catering primarily to white fans was partly a symptom of the still largely rural, largely southern black population at the time. In addition to the lack of a concentrated black fan base, early black teams were hampered by their reliance on white financial backers and white promoters like Nat Strong in New York, who controlled the bookings of teams and venues.⁵³ It took a

⁴⁶ Allen Barra, *Rickwood Field*, (New York, NY: W.W. Norton & Co., 2010), p. 24.

⁴⁷ According to Baseball Commissioner Kenesaw Landis’ statement in 1942: “Negroes are not barred from organized baseball by the commissioner and never have been during the 21 years I have served as commissioner.... That is the business of the managers and the club owners.” As cited in Lanctot, p. 233. Hogan writes of the 1920s Cuban player Cristobal Torriente: “Torriente occupied an ambiguous racial position. His nationality along with his skin color could have possibly gotten him into the majors. Kansas City Monarchs pitcher Chet Brewer described the Cuban outfielder as ‘Indian’ color, which, in some instances during the 1920s, would have garnered a talented player a tryout from a major league club.” (Hogan, p. 147)

⁴⁸ Moses Walker, “Our Home Colony: A Treatise on the Past, Present, and Future of the Negro Race in America,” as cited in Hogan, pp. 67-68. Walker was in fact advocating for an African colony, however his view of self-help in response to segregation applies.

⁴⁹ Hogan, p. 104.

⁵⁰ Lanctot, p. 4; Gay, p. 19.

⁵¹ Gay, p. 20.

⁵² Ibid.

⁵³ Hogan, p. 101.

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greater influx of black migrants from the South into the Northeast and Midwest to provide a stronger foundation for the business of Negro professional baseball and organized Negro leagues.

The Great Migration of rural southern blacks northward into urban areas began as a trickle in the 1890s and grew into the first wave around 1915. In 1910 the black population of Detroit, Michigan stood at just under 5,000, but by 1920 there were 35,000 additional black residents in the city and by 1930 the total black population stood at 149,000. New York City had over 300,000 African-Americans living there by 1930, more than three times the 91,000 counted in 1910. In Newark, New Jersey the black population also tripled from 9,400 in 1910 to 38,880 in 1930. The number of African-Americans living in Paterson, New Jersey in 1920 was relatively small by comparison at just over 1,500, yet by 1930 it had nearly doubled to 2,952 people.⁵⁴ The successive waves of black migration into northern cities were followed by increasing racial segregation in the North, though less often legally sanctioned by laws as in the South:

In the decades following the Civil War, most northern states prohibited school segregation by statute. This was largely a matter of political and economic expediency, and did not necessarily reflect a deep commitment to racial integration. ...During the years of the Great Migration, as the numbers of African Americans concentrated in northern urban areas multiplied, the limited commitment to racially integrated schools in the north eroded.⁵⁵

In New Jersey, segregation in education was outlawed in 1881, yet as the African-American population increased overall by more than 132 percent between 1910 and 1930 segregated schools, mostly in the southern counties, persisted despite the law.⁵⁶ Northern acceptance, and in many cases embrace, of an increasingly segregated society ensured a place for Negro professional baseball in the region and the burgeoning urban black populations ensured a core fan base.

The concentration of African-American populations into industrial cities like Pittsburgh, Philadelphia, New York, Cleveland, Detroit, Chicago, and Newark (NJ), as well as southern industrial cities such as Birmingham, St. Louis, and Baltimore, facilitated the development of many more professional Negro baseball teams. Fueled in part by the post-World War I expansion of jobs in industrial areas in the Midwest, along the East Coast, and in the South, the increasing number of black fans began demanding more intra-racial games.⁵⁷ Several black entrepreneurs, some still backed by white investors, heeded the call and established a number of strong black teams:

Rube Foster's Chicago American Giants, whose home field was "old White Sox Park," at 39th and Shields in Chicago, owned by white partner John M. Schorling.

C. I. Taylor's Indianapolis ABCs, who played at Washington Park, lease owned by partner Ted Bowser, bought out by Taylor in 1915.

Ed Bolden's Hilldales outside Philadelphia – played at Hilldale Park.

Birmingham Black Barons – Co-owned by black businessman Oscar W. Adams and white entrepreneur Frank M. Perdue, who was also part owner of the Birmingham Barons at Rickwood Field.

⁵⁴ Campbell Gibson and Kay Jung, "Historical Census Statistics on Population Totals By Race, 1790 to 1990, and by Hispanic Origin, 1970 to 1990, For Large Cities and Other Urban Places in the United States," Population Division, Working Paper No. 76, U.S. Census Bureau, Washington, D.C., February 2005 (<http://www.census.gov/population/www/techpap.html>).

⁵⁵ NHL Theme Study, "Racial Desegregation in Public Education in the U.S.," pp. 54-55.

⁵⁶ L.A. Greene, "A History of Afro-Americans in New Jersey," *The Journal of the Rutgers University Libraries*, Vol. LVI, No. 1, June 1994, pp. 34-36 and p. 42. Schools in Camden and Trenton remained segregated at least until 1948.

⁵⁷ Hogan, p. 134.

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Alex Pompey's New York Cuban Stars whose ballpark bookings were controlled by white promoter Nat Strong.

Atlantic City Bacharach Giants – played in the city-owned Bacharach Park.⁵⁸

The strength of these teams rested on quality players and a solid local black fan base, as well as owner support – “black businessmen who believed in race advancement” – and access, in most cases, to a home field.⁵⁹ By 1920 black professional baseball had evolved into a viable, largely black-owned business and the Negro National League [I] was formed by Midwestern club owner Rube Foster. Then in 1922, Philadelphia team-owner Ed Bolden organized the Eastern Colored League.⁶⁰ League play, in which affiliated teams played each other in regularly scheduled games arranged by the league, represented a step forward for black professional baseball. Inevitably compared to the white major and minor leagues, black baseball played within the Negro league structure was perceived as a more visible platform upon which to demonstrate the players’ league-level skills. Writing in the 1920s as sports editor for the African-American newspaper the *Kansas City Call*, Charles Starkes proposed that the quality of play in the Negro leagues might eventually cause the American public to “question the results of a world series championship between two white teams as conclusive when perhaps there are one of several colored teams in the country better than the contender.”⁶¹ Starkes believed in the power of baseball, to serve as a showcase of black talent and to reach across the race divide: “Here in Kansas City we see baseball as a wonderful contributor to the solution of an ancient race problem.”⁶²

Perhaps not the “uplift” envisioned by Booker T. Washington or the “moral appeal” espoused by W. E. B. Du Bois, but in its own special way, as an integral part of the national pastime, Negro professional baseball continuously reminded Americans of the “possibilities of the Negro American.” The importance of Negro baseball in the era of the “New Negro,” largely viewed as an arts and literary renaissance (see Alain Locke’s 1925 essay “The New Negro”), was that baseball reached across the spectrum of the 1920s African-American population. Historian Clement Price summarized this view: “Negro baseball surfaces as an important symbol of black accomplishment in the cities, black accomplishment on the playing field, and black business development.”⁶³

Negro Baseball and the Great Depression

The economic boom of the early 1920s buoyed the success of the Negro National League [I] and the Eastern Colored League (1922), until the failure of the U.S. economy that began with the stock market crash in October 1929 crushed the leagues and many teams. As the United States entered into the Great Depression of the 1930s, the prospect for professional Negro baseball appeared bleak. The effects of the Great Depression impacted large segments of the nation’s laboring population but hit African-American workers hardest. The core of Negro baseball, fan – and owner – support, could ill-afford to pay. By 1932, both Negro leagues had collapsed. The surviving independent teams, many necessarily financed by white businessmen, fell back on the barnstorming circuit playing primarily semi-pro white teams in order to attract larger audiences.⁶⁴

⁵⁸ Ibid., pp. 129-148; Birmingham Black Barons, Barra, p. 66. Another important early team, the Kansas City All Nations, later called the Monarchs, was run by white owner J. L. Wilkinson.

⁵⁹ Hogan, p. 151.

⁶⁰ Lancot, p. 5. This is the first [I] Negro National League. A later Negro National League was formed in 1932 after the 1931 demise of the Negro National League [I]. Unlike the white major and minor leagues, Negro league teams rarely controlled their players with written contracts and were continuously hampered by players who would “jump” teams.

⁶¹ As cited in Hogan, p. 160.

⁶² Ibid., p. 157.

⁶³ Ibid., p. 156.

⁶⁴ Lancot, p. 9.

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The New York Black Yankees, formed from the Harlem Stars and the New York Lincoln Giants, began play as an independent team in 1931 backed by white businessmen John Powers and Marty Forkins with their silent partner, black entertainer Bill “Bojangles” Robinson.⁶⁵ Powers and Forkins planned to rent Yankee Stadium as well as the New York City Polo Grounds for their team’s home games:

After Forkins and Powers soon abandoned the investment following financial setbacks, M. E. Goodson, a black cabaret owner and barber, and his associate James Semler assumed control and operated the team through 1932. Costly park rentals, however, limited the home appearances of the Black Yankees...⁶⁶

By 1933, James “Soldier Boy” Semler was sole owner but had given control of the team to white New York booking agent Nat Strong explaining, “we needed cash and couldn’t get it from any colored business men so we borrowed it from Strong.”⁶⁷ That same year a new Negro National League (NNL) formed with Pittsburgh Crawfords owner Gus Greenlee at its helm and six initial affiliate teams, however, the Black Yankees remained outside the league. Strong opposed the NNL on the grounds that scheduled league games would interfere with his lucrative barnstorming bookings, a view shared by Semler who believed that Strong would “keep the team working and I know the league can not.”⁶⁸

Semler’s commitment of the Black Yankees to the independent bookings that Strong controlled reflected the continued financial struggle faced by black teams, even in a high population area such as New York City. Professional teams, even those now affiliated with the Negro National League, continued to rely on exhibition play on the barnstorming circuit:

Barnstorming and Negro baseball were practically synonymous in the minds of fans, and with good reason. Clubs in the organized Negro leagues were not, strictly speaking, barnstormers, since they played a formal schedule with several series a year against other teams in the league. But more than half their 200-odd games a year (sometimes two-thirds) were outside the league; Negro clubs kept promoters around big cities busy booking them for their days off from league play, usually with white semipro teams in towns within driving distance of the city where they happened to be stopping a day or two.⁶⁹

Faced with limited finances and limited access to home fields, black teams played most of their games on the road. Few teams enjoyed the benefits of a field they could call “home” in the sense that most white major and minor league teams could. Rick Woodward’s minor league team the Birmingham Barons played all of their home games at Rickwood Field. Woodward rented the field to the Birmingham Black Barons to use “when, of course, the white Barons were on the road.”⁷⁰ But often the expense of such arrangements was prohibitive. Large parks like Yankee Stadium and Comiskey Park (Chicago) were more commonly rented for promotions such as the highly profitable East-West games at Comiskey, which annually drew crowds of over twenty to thirty thousand.⁷¹ The Negro National League (NNL) mitigated the exorbitant rental fee at Yankee Stadium, \$2,500 for a single date, by booking hugely successful double-headers, splitting the cost over two games in one day, featuring four NNL teams.⁷² The rental of white league stadiums was in fact an important source of

⁶⁵ Martin and Martin, p. 12; Lancot, p. 15.

⁶⁶ Lancot, p. 15.

⁶⁷ Ibid.

⁶⁸ As cited in Lancot, p. 27.

⁶⁹ Robert Peterson, *Only the Ball Was White*, (New York: Oxford University Press, 1992), p. 146.

⁷⁰ Barra, p. 58.

⁷¹ Hogan, p. 258. The East-West All-Star promotions pitted the most popular NNL (east) players vs. the most popular NAL (west) players, chosen by fans. The games proved to be more popular than the official league-sponsored Negro World Series.

⁷² Lancot, p. 85.

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revenue for both major and minor league teams, but was a barrier to financial stability for many black professional teams:

The chronic problem of obtaining suitable home grounds proved a major stumbling block to the NNL in 1933. With the exception of the Crawfords' Greenlee Field, no league team had unlimited access to its own home park, instead turning to facilities used by white Organized Baseball teams. In Nashville, Tom Wilson's Elite Giants planned to use Sulphur Dell, a Southern Association park, while the Indianapolis ABCs rented Perry Stadium, the home of the local American Association franchise. Meanwhile, the Columbus Blue Birds leased Neil Park, formerly used by the American Association... The Homestead Grays, however, temporarily abandoned Forbes Field in favor of occasional home games at Greenlee Field, a decision necessitated by fans "antagonistic" to the Grays renting a white major league park instead of a largely black-sponsored local enterprise.

The situation in Chicago and Detroit... was particularly disheartening. The now homeless American Giants [formerly at the park at 39th and Shields Streets] were unable to secure a replacement park in Chicago and faced the possibility of becoming a road team as the start of the season dawned. Prospects in Detroit were equally discouraging, as Hamtramck Stadium, built in 1930 and the major venue for black teams, not only was inconvenient for black fans because of its Hamtramck location but was also controlled by John Roesink, an unpopular white promoter and pants store owner.⁷³

As a result many games took place in smaller parks or on "sandlot" fields where costs were low, but receipts were lower too.

The advantage of a black-owned stadium was clear but the enormous financial commitment required was beyond the means of most African-American team owners. Gus Greenlee's Pittsburgh Crawfords were indeed the exception within the nascent NNL. The Memphis Red Sox were another exception. A franchise in the first (1920) Negro National League, they occupied Lewis Park in Memphis built by black owner Robert Lewis in the mid-1920s. After 1929 the park was renamed Martin Park under the Martin brothers' ownership of the team and ball field. In 1937 the Memphis Red Sox, with Martin Park as their home field, joined the newly-formed Negro American League.⁷⁴ Another exception came in 1935 when New York Cuban Stars owner Alejandro "Alex" Pompey paid thousands of dollars to remodel the Dyckman Oval for his team's home park under a three-year lease with the New York City Parks Department, the same year Pompey entered the Cuban Stars into the NNL.⁷⁵ But by 1936 Pompey was on the run from the law and in 1938 Dyckman Oval was demolished. Greenlee Field met a similar fate in late 1938.⁷⁶

Building Hinchliffe Stadium

Born of this matrix of economic depression and a need for affordable sports venues was Hinchliffe Stadium in Paterson, New Jersey. Using funds from a bond issue and later, New Deal program funds, the Paterson City

⁷³ Ibid., p. 19. Of this particular group of stadiums, as of December 2010, only Perry Stadium (Owen J. Bush Stadium) in Indianapolis and the Hamtramck/Roesink Stadium in Detroit appear to be still standing. The Homestead Grays, according to former Grays "batboy" Elijah Miller, used West Field in Munhall outside of Pittsburgh as their weekday home field and Forbes Field on weekends when the Pittsburgh Pirates were on the road (*Post-Gazette.com*, "Rebuilding the Grays homefield," August 11, 2006). For a discussion of extant stadiums associated with Negro professional baseball (as of March 2011) see Comparative Sites section below.

⁷⁴ "The Tennessee Encyclopedia of History and Culture: Negro Leagues Baseball," (Nashville: Tennessee Historical Society, 1998; online edition, Knoxville: University of TN, 2002) <http://tennesseencyclopedia.net>. Martin Park or Stadium was demolished in 1961. The Negro American League (NAL) included teams from Kansas City, Chicago, Birmingham, Memphis, and Cleveland (in 1939) who remained NAL affiliates through 1948, as well as teams from Cincinnati, Detroit, Indianapolis, and St. Louis (Hogan, p. 284).

⁷⁵ Lanctot, p. 42.

⁷⁶ Ibid., pp. 59 and 81.

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Stadium, later known as Hinchliffe Stadium, was built in 1931-32 to bring hope and relief in the form of sports and entertainment to the city's struggling population.⁷⁷ Paterson was established as an industrial mill city in 1791 by the Society for the Establishment of Useful Manufactures (SUM). By 1920 more than half of the city's workers were employed in silk mills, mills that produced 50% of the nation's silk and rayon textiles in 1925. The Great Depression devastated Paterson's textile industry, reduced to 6% of national production by 1939.⁷⁸ Largely populated by European immigrant laborers and more recently a small but growing population of African-Americans, unemployment in Paterson reached 14% by 1932.⁷⁹

The "stadium movement" in Paterson actually began in 1921 when then-mayor Frank Van Noort proposed the construction of a municipal stadium.⁸⁰ Although public enthusiasm at the time was high, no stadium was constructed. In 1928 the issue was again raised when Mayor Raymond Newman promised in his campaign to appoint a stadium planning committee. When Mayor Newman unexpectedly died shortly after taking office, his successor, Mayor John V. Hinchliffe, followed through on the promise and appointed the Paterson Stadium Association to study a number of possible locations, sizes, costs, and configurations.⁸¹ The committee, however, could not agree on an appropriate site for a stadium and in early 1930 the committee dissolved. But by October of 1930 a site known as Monument Heights, located on the west side of the Passaic River near the Great Falls that were the city's historic source of industrial power, was chosen for the new stadium site. The noted landscape architecture firm, Olmsted Brothers, who worked on several previous projects for Passaic County, was hired by the Passaic County Parks Commission in October 1930 to prepare the plans.⁸²

By mid-May 1931, Olmsted Brothers had formulated a plan for the stadium but noted in a letter to Paterson's Director of Recreation Alfred Cappio:

The area is so cramped that some compromises must be made, and it is the relative importance of the different activities that we would like you to determine. So far we have provided for:

A full size football field (soccer in the same area)

A fifth mile track having somewhat flattened but satisfactory ends, and a 100 yd. straightway.

A ball diamond with correct orientation but with only a 250 foot outfield without obstructions. This is rather tight, but is probably the best that can be done.⁸³

In his response to the Olmsted Brothers' query, Mr. Cappio indicated his view that baseball would perhaps be the most significant use of the stadium: "I hope that there will be some way of increasing the size of the baseball diamond. Baseball is very popular here and the field will undoubtedly be in constant demand for baseball."⁸⁴ The Olmsted Brothers answered this request by producing two alternate plans for the stadium

⁷⁷ "Hinchliffe Stadium" National Register documentation, 2004. The 1930 bond issue was reported to be \$200,000+. Construction cost at the end of 1932 was set at \$217,000. Repairs and additions were funded by CWA and ERA programs between 1932 and 1934, employing 2,046 men at the height of the Great Depression. Final cost of the stadium in 1934 was said to be \$244,000. By 1936, a roof over the northwest bleacher section was installed using a grant from the Public Works Administration (*Paterson Morning Call*, April 11, 1935).

⁷⁸ Connolly & Hickey, "Historical Significance Investigation...", pp. 8-9.

⁷⁹ Ibid, p. 9. In 1920, Passaic County, of which Paterson was the population center, included 2,522 African Americans. By 1930 that figure had risen to 5,518, representing a more than 50% increase since 1920 (U.S. Population Census figures, "Historical Census Browser," <http://mapserver.lib.virginia.edu/>). In 1934, African Americans made up 2.1% of Paterson's total population of 138,513 (Connolly & Hickey, p. 10).

⁸⁰ "Hinchliffe Stadium" National Register documentation, 2004.

⁸¹ Ibid.

⁸² Olmsted Associates Records, Box B485, Reel 441, File No. 9163, "Paterson Stadium and Recreation field," Loede to Olmsted, Oct. 10, 1930, Library of Congress (LOC).

⁸³ Ibid., Olmsted to Cappio, May 16, 1931, LOC.

⁸⁴ Ibid., Cappio to Olmsted, May 21, 1931, LOC.

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(Figures 11 and 12) accompanied by a chart comparing the two plans (A – the “diagonal scheme” and B – the “normal scheme”) which Cappio presented to the City of Paterson on May 28, 1931. Within days both plans were published in the local newspaper for public review, although the accompanying story noted, “The architects on the stadium are already at work on specifications and plans.”⁸⁵

The city hired the local architectural firm of Fanning & Shaw, to finalize the stadium design. The firm previously designed several Paterson school complexes. William T. Fanning passed away in 1925 so it was partner John Shaw who prepared the design. The stadium design was at-once elegant and practical, blending Spanish Colonial Revival and Art Deco/Moderne architectural and decorative features on an all-concrete, cost-saving construction. In the end Shaw’s composition melded the two Olmsted plans into one (Figure 4), featuring the continuous curve of the seating found in Olmsted plan A and the symmetrical placement of the stadium within the street grid found in Olmsted plan B. The baseball diamond took center stage with its placement at the center of the seating curve, allowing for a larger outfield (see Description section for a complete as-built description of the stadium from a 1932 newspaper report).

Construction of the new stadium began in November 1931 and was completed in June 1932. The first major event, a celebration of George Washington’s 200th birthday, was scheduled over three days in early July. Although the official opening of the stadium – featuring the State Championship track-and-field meet – did not occur until September 1932, the first baseball game was played on the field on July 24th pitting the local Paterson Professionals against the Michigan barnstorming team called the House of David. On August 14th, the first Negro professional baseball was played on the new field with the appearance of the Atlantic City independent black baseball team the Bacharach Giants, featuring future Hall of Famer John Henry “Pop” Lloyd in his final season. They were followed the next day by a double-header played by the New York Cuban Stars against the Paterson Truckers, another local semi-pro team.⁸⁶ At the official opening ceremony held in September, the stadium was renamed “Hinchliffe City Stadium” in recognition of the invaluable efforts of current Mayor John V. Hinchliffe in getting the stadium built and, reportedly, in memory of his father, former Mayor John Hinchliffe.⁸⁷ The year closed out with the annual Thanksgiving Day football game between the city’s two high schools, Eastside and Central, said to have been attended by 11,000 spectators.⁸⁸

In his January 1933 annual address to the people of the city of Paterson, Mayor Hinchliffe reviewed what he called “one of the major accomplishments of the administration”:

...I appreciate far more the completion under my administration of a permanent and modern play-field for the physical advancement of our young men and young women and for the entertainment of all who take an interest in athletic sports and physical training.⁸⁹

Hinchliffe continued: “The total cost of the stadium...was approximately \$217,000, which will be met by a bond issue to be redeemed from the proceeds of the track and field events and other public entertainments...The arena has been laid out so as to give the widest possible range for football, baseball and field and track activities.” It was rental fees brought in by these activities that planners hoped would make the stadium a “paying proposition.” Under the administration of the Paterson Board of Education, the Stadium Commission managed the scheduling and fees. With the Stadium Commission setting the baseball rate at \$100 per game plus 25% of the gate receipts, Chairman Richard O’Dea “firmly maintained that the present rate schedule must

⁸⁵ Ibid., copy of newspaper article sent to Olmsted Bros. by Loede June 5, 1931, LOC.

⁸⁶ “Hinchliffe Stadium” National Register documentation, 2004. Stadium management officially passed from the City to the Board of Education on June 9, 1932.

⁸⁷ Connolly & Hickey, “Historical Significance Investigation...,” p. 25.

⁸⁸ “History: The Stadium is Dedicated (1932),” Friends of Hinchliffe Stadium, 2009, www.hinchliffestadium.org.

⁸⁹ *Paterson Evening News (PEN)*, January 3, 1933, “City’s Financial Condition Best in State, Mayor Reports.”

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be applied uniformly to all baseball games.”⁹⁰ Judging by the newspaper accounts of stadium activities, baseball – both white and black – maintained the scheduling priority, particularly on Saturdays and Sundays through much of the season, however track and field meets and boxing made occasional appearances. In late August semi-pro football shared the field as well.

Negro Baseball at Hinchliffe Stadium – 1933-1940

Continuing the precedent set in the truncated 1932 season, the stadium played host to regularly scheduled independent (barnstorming) baseball games. Initially the scheduling focus appears to have been on the white semi-professional home team, the Paterson City Club described as stadium “tenant” in the local newspaper, playing outside team “attractions” including a game in May 1933 against the major league Pittsburgh Pirates, which drew a crowd of 4,000 fans.⁹¹ The team likewise hosted novelty teams such as the bearded players of the House of David, Jim Thorpe’s Oklahoma Indians, and the Panama All-Stars.

Paterson’s proximity to New York City ensured a local fan base for New York teams and in particular, it appears, Paterson fans both black and white were eager to see the New York Cuban Stars and the New York Black Yankees. It is likely that Negro baseball at Hinchliffe Stadium drew mixed crowds, given the size of the crowds – up to 5,500 – and the size of the African-American population in Paterson in 1930 – just under 3,000.⁹² The surrounding Passaic County likewise numbered only 5,518 black residents.⁹³ Heavy and consistent coverage, including box scores, in the two white-owned Paterson daily newspapers, the *Paterson Morning Call* and the *Paterson Evening News*, implies that local white fans as well as black followed Negro professional baseball. While Paterson connected by bus and trolley lines to nearby New Jersey cities with large African-American populations such as Newark, Montclair, and East Orange, and to New York City via the George Washington Bridge by 1931, no documentation has been found to date that indicates whether Negro baseball fans at Hinchliffe Stadium were local or from out-of-town.

Hinchliffe City Stadium’s first full baseball season opened in April 1933 with a game featuring the Cuban Stars – also called the “Puerto Rican Stars” or the “Colored Crew” in the newspaper accounts – versus the Paterson City Club.⁹⁴ Throughout May and June of 1933 the Paterson City Club played both white and black teams at Hinchliffe Stadium. In July it was announced the Gavins – formed to replace the defunct Paterson City Club – would play the New York Black Yankees.⁹⁵ The *Paterson Evening News* sportswriter wrote just a few days earlier: “The Black Yankees are well-known to the baseball fans of this section, as second to none in colored pro-ball, outside of the major leagues.”⁹⁶ By August 30th the Black Yankees played and won four games at Hinchliffe Stadium and “proved to be the best attraction to play here except for the Pittsburgh Pirates,” when it was announced they would play the Pittsburgh Crawfords at the stadium on September 5th.⁹⁷ In an arc-lighted night game in front of a record crowd of 4,800 people, the Black Yankees defeated the Crawfords 6-3 despite the Crawfords’ all-star line-up including Oscar Charleston at first base.⁹⁸ The Black Yankees played three more games at Hinchliffe in the 1933 season, including a final match-up on September 20th with the Crawfords “in

⁹⁰ *PEN*, August 17, 1932.

⁹¹ *PEN*, May 8, 1933.

⁹² Gibson and Jung, Population Division, Working Paper No. 76.

⁹³ Passaic County, New Jersey, black male and female total, 1930 U.S. Population Census, UVA, “Historical Census Browser,” <http://mapserver.lib.virginia.edu/>.

⁹⁴ *PEN*, April 3, 1933.

⁹⁵ *PEN*, July 11, 1933.

⁹⁶ *PEN*, June 26, 1933.

⁹⁷ *Paterson Morning Call (PMC)*, August 30, 1933 and September 5, 1933.

⁹⁸ *PEN*, September 6, 1933; *PMC* reported “more than 5,000 fans.” It appears Satchel Paige did not play in this game.

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the final game of their series to decide the world championship in colored baseball.”⁹⁹ The Black Yankees won the game 9 to 3 over the Crawfords “before a crowd of more than 5,500 fans.”¹⁰⁰ In all, the stadium hosted eight games featuring professional black baseball teams through the 1933 season.

The 1934 stadium season brought with it a new sport at Hinchliffe City Stadium:

Races to Be Presented by Motorcycles and Midget Cars...

Ed Otto...appeared before the Stadium Commissioners at the City Hall last night to apply for permission to stage motorcycle meets on twenty Mondays starting at the end of May, and midget car races every Wednesday for about ten dates. He offered \$150 a night for the guaranteed rental.¹⁰¹

At the same time the commissioners considered applications for football and baseball schedules. The final stadium schedule for 1934 placed the motorcycle races on Tuesdays – after adjustments to the cinder track and removal of the concrete steps that protruded into the track, and soon installation of a permanent lighting system.¹⁰² Midget car racing was scheduled on Fridays beginning in August, although these were cancelled for the 1934 season.¹⁰³ The local white semi-pro baseball team would take up the Sunday game slot beginning in July. But real excitement accompanied the *Paterson Morning Call* announcement on May 25th, “Black Yankees To Represent Paterson Every Saturday Afternoon For Five Week Period At Least Starting On June 2,” calling it “Big Time Baseball.” The arrangement required a contract between the team’s booking agent Nat Strong and several local unnamed businessmen who served as promoters who would book the opponent teams. On the same day the *Paterson Evening News* reported “the Black Yankees will act as the home team playing opponents requested by the fans.”¹⁰⁴ By the end of June the Black Yankees had won every game played in the stadium and the contract was extended through the season, “the Yankees have proved both a financial and artistic success...”¹⁰⁵ A testament to the popularity of the Black Yankees and of Negro baseball in Paterson was the regular publication of player’s box scores in the local newspapers after each game, a practice reportedly not consistently followed in other cities where Negro baseball was played.¹⁰⁶

During their 1934 contract season at Hinchliffe Stadium the New York Black Yankees, still an independent team, hosted the House of David, Cuban Stars, Newark Meadowbrooks (white semi-pro), Bacharach Giants, Brooklyn Farmers (white semi-pro), Philadelphia Stars, Bridgeport Bears (white semi-pro), Elite Giants (billed as an NNL team), Pittsburgh Crawfords (1933 NNL Champs), and the Crescent Stars (New Orleans team). In the final game of the season on October 19th, the Black Yankees faced the Brooklyn Farmers with “the barnstorming Deans, Dizzy and Daffy, pitching sensations of the National league and later the world series...”¹⁰⁷ This appearance was part of a remarkable multi-city barnstorming tour in the fall of 1934, featuring the white major league players Dizzy and Paul “Daffy” Dean against an all-star Negro team headlined by pitching sensation Satchel Paige, although Paige did not join the tour until Cleveland. Sponsored by Kansas City Monarchs owner J. L. Wilkerson and promoter Raymond L. Doan, the inter-racial games were featured in

⁹⁹ *PEN*, September 20, 1933. The newspaper called this a “world championship” game, and indeed the Crawfords and the Black Yankees were among the most powerful teams of the 1933 season, however this was not an official Negro league game since the Black Yankees were still an independent team.

¹⁰⁰ *PEN*, September 21, 1933.

¹⁰¹ *PEN*, May 10, 1934.

¹⁰² *PEN*, May 16, 1934; *PEN*, June 26, 1934.

¹⁰³ *PEN*, August 10 and 13, 1934.

¹⁰⁴ *PMC* and *PEN*, May 25, 1932. The unnamed businessmen were Tommy Rose, promoter, and George Brooks, reportedly the contractor who built the stadium. Brooks was later described as a “sponsor,” then “stadium manager,” and in 1935 replaced Rose as baseball promoter.

¹⁰⁵ *PMC*, June 27, 1934.

¹⁰⁶ Hogan, p. 380.

¹⁰⁷ *PEN*, October 19, 1934.

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Oklahoma City, Wichita, Kansas City, Chicago, Milwaukee, Philadelphia, Brooklyn, Paterson, Cleveland, Columbus, and Pittsburgh.¹⁰⁸ The 1934 season at Hinchliffe Stadium also featured a white semi-pro Sunday home team, the Paterson Base Ball Club (BBC), hosting Negro clubs including the Detroit Clowns, Washington Potomacs, Bacharach Giants, Newark Dodgers (billed as 2nd place NNL team), and the Baltimore Black Sox, and white semi-pro clubs the Bridgeport Bears, Birmingham Crackers (probably Atlanta), and the Philadelphia Hebrews. The Paterson newspapers reported on eighteen games played at Hinchliffe Stadium featuring black professional teams in 1934.

The successful draw of Negro professional baseball at Hinchliffe Stadium and in particular the popularity of the New York Black Yankees in Paterson was emphatically confirmed in April 1935 with the new season's stadium schedule. Bob Whiting, sports journalist for the *Paterson Morning Call* reported on the schedule in his weekly column "Time Out for Bob Whiting":

The stadium committee of the Board of Education will meet this evening prior to the regular stated meeting of the board, and it is expected that before the meeting is adjourned the Hinchliffe Stadium will have been rented for at least six days a week from May through September.

One date has already been made certain of, the Black Yankees through their local promoter George Brooks, having been granted the use of the Falls bowl for Saturday afternoon baseball. More than four bids have been entered for Sunday afternoon baseball, and this date will be disposed of tonight in order to permit the successful team to take over its franchise by the end of the month.¹⁰⁹

Whiting noted that Tuesdays would likely again host the motorcycle races and Thursdays would be "fight night" with the possibility of both amateur and professional boxing matches.

With their Hinchliffe Stadium opponents arranged by promoter George Brooks the Black Yankees faced many of the same teams from the previous year, but new to the scene was "Buck Lia's Hawaiian All Stars," and independent Negro teams the Camden Colored Giants, the Penn Red Caps, and the Texas Steers. "Baseball Under Lights" began at the stadium in August of the 1935 season when the Black Yankees played as the home team in a series of Thursday night games.¹¹⁰ The night series brought in the best white semi-pro team opponents from around the region. However, the Thursday night game on August 29th featured a new attraction for the stadium – an officially scheduled Negro National League matchup between the Nashville Elite Giants and the New York Cubans (formerly the Cuban Stars). Hinchliffe Stadium was a new venue for the NNL, leading to speculation that the NNL was testing Paterson as a potential league team city.¹¹¹ Within days of that game an NNL double-header was scheduled at Hinchliffe Stadium.¹¹² It seems the success of these games spurred promoter Brooks to schedule one more league game at the stadium – this time in the Saturday game slot, at the expense of his still-independent home team the Black Yankees:

Promoter George Brooks has announced that after a long conference he has signed the Pittsburgh Crawfords, winners of the first half of the National Negro league, to meet the New York Cubans here next Saturday. The Cubans are leading the Negro league in the second half and need to win but one game in their remaining four to get into the playoffs of the Colored World series. The Yankees, who are giving up the afternoon to allow this game, will be back September 14 with another strong opponent.¹¹³

¹⁰⁸ Gay, p. 79.

¹⁰⁹ *PMC*, April 11, 1935.

¹¹⁰ *PEN*, August 14 – 26, 1935.

¹¹¹ *PMC*, August 27, 1935.

¹¹² *PMC*, August 31, 1935.

¹¹³ *PMC*, September 2, 1935.

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The Black Yankees, members of the powerful Negro National league, will alternate with the Newark Eagles of the same circuit in playing as the host team at the local ball park every Saturday afternoon during the baseball season...

Long favorites with the Paterson fans, the Black Yankees are returning with most of the players who helped to create a big following in this city during their past campaigns here.¹²¹

The Black Yankees' lineup included notable pitcher Bill Holland, but the Newark Eagles brought with them future National Baseball Hall of Famers George "Mule" Suttles and Leon Day. It was again at Hinchliffe Stadium that the NNL opened its official season with a game pitting the Newark Eagles against the Homestead Grays featuring the Grays' star hitter Josh Gibson.¹²² Despite the all-star lineup, cold weather kept the opening day crowd down to 1,000 people. Just a few days later, the first motorcycle race of the year drew a crowd of 10,000 to the stadium. But neither could compare to the 13,000 fans expected to attend the annual Thanksgiving Day football contest between the Paterson Eastside and Central high schools.¹²³

The 1937 Negro professional baseball season at Hinchliffe consisted almost exclusively of regularly scheduled Negro National League play, seventeen games in all with fourteen of them league games. Several games pitted the two home teams, the Black Yankees and the Newark Eagles, against each other.¹²⁴ But by the mid-season break, the *Paterson Morning Call* sports column "Around THE SPORT CYCLE with THE DEAN" commented on the significant decline in fan attendance:

Local baseball fans who trot up to Hinchliffe Stadium on Saturday afternoons to witness the Negro National league games see some real baseball, but we are sorry to say that these fans are very small in number as compared to turnouts in other cities represented in the league. If there were 1000 fans out on Saturday, George Brooks, who runs these games, would be delighted. However in Pittsburgh there are never less than 10,000 at a game. The Homestead Greys [sic] and Pittsburgh Crawfords who represent the Smoky City, draw almost as well as the Pirates of the National League."¹²⁵

Although "The Dean" (Willie Harvey) indicated that the two NNL teams in Pittsburgh continued to draw large crowds, the 1937 season was not a financial success for Negro league baseball in general.

NNL officials, owners, and sportswriters held differing views on the causes of their league's troubles, all of which were compounded by the "Roosevelt Depression" of 1937:

League officials such as New York Black Yankees owner James Semler linked the difficulties to declining patronage and increasing expenses such as player salaries, equipment, lodging, and park rentals...Outlining the discouraging conditions affecting his club's stability, Semler noted that "in New York there are over 300,000 colored people but the best we can hope for at any time is about 5,000 customers...Like other black entrepreneurs, Semler also cited the problem of white competition, complaining that "every time the Yankees or Giants play, you can find at least 5,000 of our people in the stands, paying twice as much and more."¹²⁶

Baseball fans, in a time of economic hardship, were perhaps not inclined to buy tickets based on "race pride" alone, observed *Philadelphia Tribune* writer Marcus Cooke, "when they pay their 75c to see a ball game; they

¹²¹ *PEN*, April 30, 1937.

¹²² *PEN*, May 14, 1937. Josh Gibson was inducted into the National Baseball Hall of Fame in 1972, Leon Day in 1995, and Mule Suttles in 2006 (Martin and Martin, pp. 234, 236 and 237).

¹²³ *PEN*, May 19, 1937; *PEN*, November 24, 1937.

¹²⁴ *PEN*, June 1, 1937; July 1, 1937; August 2, 1937; August 23, 1937.

¹²⁵ *PMC*, July 19, 1937.

¹²⁶ *Lancetot*, p. 67.

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want a ball game.”¹²⁷ Throughout the 1930s Negro professional baseball was a hit or miss proposition for fans with games suddenly cancelled and star players apt to jump teams. In 1937, eighteen NNL players jumped to a Dominican Republic team for better pay, among them were nine players from the Pittsburgh Crawfords including Satchel Paige.¹²⁸ Lack of cooperation between league team owners often led to scheduling problems – on June 26th, 1937 the Black Yankees and Newark Eagles were scheduled to play an NNL scheduled game at Hinchliffe Stadium but “a mixup in dates” forced a postponement.¹²⁹ Finally, many believed the ongoing Negro league financial problems were simply due to the bad business practices of the owners, wrote Chappy Gardner, journalist for the *Baltimore Afro-American*, “...as fine as these owners are, personally they lack business training.”¹³⁰

In Paterson, where the previous years’ larger crowd numbers at Hinchliffe Stadium likely included a significant percentage of white working class fans, the 1937 decline in turnouts at Negro baseball games was more likely an economic issue as the textile industry continued to struggle. Whatever the cause, it appears that diminishing attendance at Hinchliffe Stadium games impacted the baseball schedule there in the 1938 season. In April 1938, baseball promoter George Brooks announced that Saturday games would feature “outstanding white and colored teams outside the big leagues...”¹³¹ The plan, according to the newspaper account, was “to keep shuffling the attractions so that different clubs fill the home team niche from week to week, thus providing new attractions for the fans.”¹³² The Black Yankees won the season opener against the Brooklyn Farmers, but “with a small crowd on hand.”¹³³ As a result of the small crowd Brooks cancelled the following Saturday game then reinstated the schedule in May “after working out a more advantageous arrangement with the teams he brings here from the metropolitan section.”¹³⁴ After hosting eight NNL and non-league exhibition games through June and into July, Brooks again cancelled the Saturday games. The newspaper headline announced “Poor Attendance Causes Sponsor to Throw Up Sponge.” The reporter noted that Brooks was “on the verge of quitting several times last season but managed to stick it out” and after cancelling several games in the current season, this time he was done: “The failure of the turnouts to exceed a thousand fans and dipping below that figure many times made it a losing proposition.”¹³⁵ Even the motorcycle races suffered declining attendance at Hinchliffe Stadium and the 1938 racing season was cancelled as well. It appears likely that the continuing economic depression of the 1930s was the primary culprit.

The 1939 stadium schedule reflected the attendance downturn of the previous two years. When the Stadium Board finally announced the schedule on June 1st midget car racing was “in” for two nights a week and “Motorcycles Out”; the Paterson Panthers football team snagged the usual fall weekly spot; and the NNL games were out – the baseball slots featured four local semi-pro teams, including at least one black team called the Furrey Smart Sets, playing weekend day games and Monday evenings.¹³⁶ The Smart Sets baseball team was sponsored by local businessman William P. Furrey, a real estate developer. Like other black semi-pro teams, typically sponsored by manufacturing companies who drew players from their employee ranks, the Smart Sets were part of the unofficial “farm” system from which young players were recruited onto professional teams, and where older players could wind down their careers. The Smart Sets of Paterson featured two former NNL

¹²⁷ As cited in Lancot, p. 69.

¹²⁸ Lancot, p. 62.

¹²⁹ *PEN*, June 25, 1937.

¹³⁰ As cited in Lancot, p. 68.

¹³¹ *PEN*, April 5, 1938.

¹³² *PEN*, April 5, 1938.

¹³³ *PEN*, April 25, 1938.

¹³⁴ *PEN*, May 11, 1938.

¹³⁵ *PEN*, July 14, 1938.

¹³⁶ *PEN*, June 1, 1938. One game in July featured two NNL teams, the Pittsburgh Crawfords vs. the New York Black Yankees. Also in July, the semi-pro Smart Sets played one game against the Black Yankees and one against the Bacharach Giants. After that, all baseball play was by semi-pro teams.

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players Clyde Spearman and Hub Crawford, according to the *Paterson Evening News*, as well as several young players including “‘Spooks’ Smith, Morgan College ace” and Larry Doby, a rising sophomore at Paterson’s Eastside High School.¹³⁷ The switch in emphasis from motorcycles to auto racing prompted significant changes to the track, apparently funded by the Works Progress Administration (WPA) – the track was widened and a “new composition spread over the racing surface” along with banking in the turns.¹³⁸

The Negro National League returned to Hinchliffe Stadium in the 1940 season in a “program of weekly twilight baseball games.” Paterson agent Joe Mingin, who handled the bookings for the House of David baseball team, promoted the twilight series. The Friday evening games were scheduled early according to Mingin, “because of inadequate light facilities here.”¹³⁹ No home team was contracted by the promoter, but the opening game on June 14th featured the Black Yankees against the Philadelphia All-Stars. Mingin explained, “The team which emerges will meet Josh Gibson’s Homestead Greys [sic] in the follow-up battle.”¹⁴⁰ The Friday evening NNL team game schedule failed, however, when the second game was cancelled because the Grays “were unable to appear.”¹⁴¹ Instead it was the semi-pro Smart Sets, occupying the Sunday afternoon game slot, who headlined the Paterson sports pages through the Hinchliffe Stadium baseball season. The Smart Sets’ roster during the 1940 season again included the young power hitter Larry Doby.¹⁴² Doby was still a student at Paterson’s Eastside High School but ineligible for play on the Eastside team, according to a 1941 newspaper story, which described his 1940 season:

Larry was floored by ineligibility last season [1940] but when he went to work with the Smart Sets during the semi-pro campaign his bat spoke a thundering tone all year. He wound up slugging at better than a 400 clip...¹⁴³

By August the Smart Sets occupied the Friday twilight game slot as the home team with “leading metropolitan semi pro teams” as the visiting opponents, “provided the crowds are large enough to warrant the Sets management hiring the stronger clubs.”¹⁴⁴ Their opponents included the Texas Rangers, the Pennsylvania Red Sox, the Havana Cuban Stars, the West Point Colored Cavalry, and a team from San Juan, Puerto Rico.¹⁴⁵

The Hinchliffe baseball field, which had been reduced in size by the expansion of the track for midget car racing the previous year, was perhaps in a better condition during the 1940 season following the removal of the hard surface laid for auto racing. Motorcycle racing replaced the midget cars for the 1940 stadium season “and a new track will be laid down, made of clay and cinder composition.”¹⁴⁶ Weekly professional boxing matches were also planned for the stadium through the summer/fall season.¹⁴⁷ The improved 1940 stadium season was an indicator of the expanding national economy as U.S. industries began producing military supplies for European allies in the war with Germany – a war that soon engulfed the United States as well.

¹³⁷ *PEN*, June 10, 1939; *PMC*, July 1, 1939.

¹³⁸ *PEN*, June 1 and June 9, 1939. The track was again resurfaced in the last week of June (*PEN*, August 8, 1939).

¹³⁹ *PEN*, May 29, 1940.

¹⁴⁰ *PEN*, June 12, 1940.

¹⁴¹ *PEN*, June 19, 1940. These games were likely not part of the official NNL game schedule given the set up in which the winner would play the Grays the next week.

¹⁴² *PEN*, April 24, 1940. The story indicates that Doby played for the Smart Sets during the 1939 season as well, “Expected to appear in the line-up are the great power hitters of last year – ‘Clown’ Thompson, Larry Doby, Ollie Wright, and Al Fenner.” Fellow Paterson resident Monte Irvin played for the Smart Sets from 1937 until 1939 when he joined the Newark Eagles (Martin and Martin, p. 38).

¹⁴³ *PEN*, April 5, 1941. This story did not explain why Doby was ineligible for high school baseball in 1940, but he did return to the Eastside team during the 1941 season.

¹⁴⁴ *PMC*, August 23, 1940.

¹⁴⁵ Connolly & Hickey, “Hinchliffe Stadium...A National Black Baseball Venue,” p. 13.

¹⁴⁶ *PEN*, April 27, 1940.

¹⁴⁷ *PEN*, May 4, 1940.

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Stirrings of Discontent

From its opening in 1932 through the 1940 season, the sports scheduling successes and failures at Hinchliffe Stadium reflected the economic ups and downs experienced throughout the United States as the country passed through the Great Depression. As a venue for Negro professional baseball, semi-pro baseball, and high school team ball, games at the stadium were played within the racial confines of the times. Significantly, Hinchliffe was located in northern New Jersey and thus reflected the Northern approach to segregation. While the professional teams were segregated, the high school teams were not.¹⁴⁸ Larry Doby played on the integrated Eastside High School baseball and football teams, though he was reportedly the only African-American on the team.¹⁴⁹ No segregation ordinance regulated the seating arrangements of the fans attending games at Hinchliffe Stadium and given the crowd numbers at the baseball games, it appears the audiences were integrated to some degree. In the South, Jim Crow laws made this arrangement impossible. At Rickwood Field in Birmingham, Alabama, a city ordinance required that black fans be seated in a fenced-off section separate from white fans. When the Birmingham Black Barons played there every other Sunday, the seating arrangements were reversed, though still segregated.¹⁵⁰ In 1938, at a meeting in Birmingham, First Lady Eleanor Roosevelt “defied the city’s segregation ordinance and its police chief, Eugene “Bull” Connor who threatened to arrest anyone who crossed racial lines, by placing her chair directly on the line dividing whites and blacks.”¹⁵¹

Mrs. Roosevelt’s defiance in Birmingham did not signal a change in the Federal stand on segregation in the United States. Though the economic hardships of the Great Depression faced by both white and black Americans were mitigated by President Roosevelt’s New Deal programs, Jim Crow segregation remained intact:

The Civilian Conservation Corps remained segregated in the South, but during its existence, about 200,000 blacks worked in camps the agency created. U.S. Housing Authority subsidies (later the Federal Public Housing Authority) funded segregated housing projects in the South, while some projects in the North were integrated. Nevertheless, some New Deal era legislation did provide a basis for challenges to Jim Crow. The 1935 Motor Carrier Act (also known as the Motor Vehicle Act), for example, prohibited discrimination on interstate buses. However, it was not until 1953 before a challenge under the act reached the ICC.¹⁵²

Change was underway however, as a few individuals succeeded in challenging – if not ending – racial discrimination in public accommodations. Perhaps the most visible and vocal of these was Marian Anderson, a world-renowned singer who was denied the stage at Washington, D.C.’s Constitution Hall in 1939. Eleanor Roosevelt and Secretary of the Interior Harold Ickes arranged for Anderson to sing instead in front of the Lincoln Memorial. The concert was held on Easter Sunday 1939, attended by “an interracial crowd of seventy-five thousand persons...and dealt a symbolic blow to Jim Crow.”¹⁵³ Also in 1939, Samuel W. Tucker led a sit-in challenge to segregation in the Alexandria, Virginia public library. In Paterson, New Jersey, the Rev. Adam Clayton Powell presided at “an unusual interdenominational and inter-racial religious service,” held at the First

¹⁴⁸ Typically the semi-pro teams were either composed of all-white players or all-black players, but it is not clear whether this arrangement was official segregation (by the team sponsors) or segregation by an unwritten understanding. By 1944 the Paterson semi-pro team called the Uncle Sams included a black player.

¹⁴⁹ Martin and Martin, p. 136; Larry Doby is quoted in reference to the Eastside football team: “We won the state championship and got invited to a bowl game in Florida. I was the only black on the team and they said I couldn’t go, so the team voted to stay home.”

¹⁵⁰ Barra, pp. 48 and 58.

¹⁵¹ NHL Theme Study, “Civil Rights in America: Racial Desegregation of Public Accommodations,” (NPS, 2009), p. 28.

¹⁵² Ibid.

¹⁵³ Ibid.

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Baptist Church and “sponsored by the Paterson Inter-Racial Commission.”¹⁵⁴ Two years earlier, Congressman Arthur L. Mitchell initiated a lawsuit against a railroad company that led to a 1941 Supreme Court ruling ending discrimination in first-class rail accommodations.¹⁵⁵ At the same time, the NAACP was concentrating its efforts on equalizing, if not integrating, public education through court challenges.¹⁵⁶

There were stirrings of discontent on the baseball field as well and in particular among the black sportswriters who waged a determined campaign for the integration of black baseball players into the white major leagues:

In 1937 sports editor Ches Washington telegraphed [Pittsburgh] Pirate manager Pie Traynor at the winter baseball meetings that he knew how to help the club. “HAVE ANSWER TO YOUR PRAYERS RIGHT HERE IN PITTSBURGH [STOP] JOSH GIBSON CATCHER BUCK LEONARD FIRST BASEMAN AND RAY BROWN PITCHER OF HOMESTEAD GRAYS AND SATCHELL [sic] PAIGE PITCHER AND COOL PAPA BELL OUTFIELDER OF PITTSBURGH CRAWFORDS ALL AVAILABLE AT REASONABLE FIGURES [STOP] WOULD MAKE PIRATES FORMIDABLE PENNANT CONTENDERS [STOP] WHAT IS YOUR ATTITUDE?”¹⁵⁷

Though Pirates owner, William Benswanger, reportedly admitted in 1938 that some Negro league players were major league material, no move toward integration was forthcoming.¹⁵⁸ That same year, in November 1938, Adolf Hitler unleashed his racially-charged ideology on *Kristallnacht*, attacking Jewish German citizens. In the face of American and European rejection of Hitler’s actions, sportswriter Wendell Smith pointed out the irony of continuing racial segregation at home: “They [the major leagues] discriminate, segregate and hold down a minor race, just as he does. While Hitler cripples the Jews, the great leaders of our national pastime refuse to recognize our black players.”¹⁵⁹

World War II Era: 1941-1945

The 1940s ushered in significant changes both in the world at large as World War II unfolded and in the world of racial segregation in the United States as barriers were further challenged and began to fall. The earlier stirrings of protest got a substantial boost in June 1941 from A. Philip Randolph. Representing the Brotherhood of Sleeping Car Porters, Randolph threatened a 100,000-man march on Washington, D.C. protesting employment discrimination and segregation in the military. Not prepared to integrate the military on the eve of war, President Roosevelt averted the threatened march with Executive Order 8802, “there shall be no discrimination in the employment of workers in defense industries or Government because of race, creed, color, or national origin...,” and established the Fair Employment Practice Committee (FEPC) to ensure compliance.¹⁶⁰ The country was gearing up for war and this was a significant, though imperfect, boost for black employment opportunities particularly in the industrial cities.

By 1941, the increasing industrial production in the United States associated with the war in Europe appears to have improved the economic outlook for the Negro leagues.¹⁶¹ In Paterson, manufacturing jobs at the Wright Aeronautical Corporation, which produced engines for training and combat airplanes, likely helped to bring

¹⁵⁴ *The Messenger*, February 2, 1939.

¹⁵⁵ NHL Theme Study, “Civil Rights in America: Racial Desegregation of Public Accommodations,” (NPS, 2009), pp. 29-30.

¹⁵⁶ NHL Theme Study, “Racial Desegregation in Public Education in the U.S.,” (NPS, 2000), pp. 61-64.

¹⁵⁷ Hogan, p. 328.

¹⁵⁸ *Ibid.*

¹⁵⁹ As cited in Hogan, p. 327.

¹⁶⁰ Franklin, p. 579. The FEPC was not entirely successful in assuring non-discrimination in defense contract employment, but it was a significant step forward.

¹⁶¹ Lancotot, p. 104.

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about a renewed interest in sports entertainment. The Newark Eagles returned to Hinchliffe Stadium as the Saturday home team in the second half of the 1941 NNL season. Touting a line-up of players “drawn from all corners of the country,” the Eagles opened with a July 12th game against the Baltimore Elite Giants:

Baseball of big-league variety will return to Paterson on Saturday afternoon July 12 when the Newark Eagles make their first appearance of a home stand here, featuring clubs from the National Negro League in Saturday afternoon games at the Hinchliffe Stadium.¹⁶²

It will mark the first appearance of the Newark Eagles here this season but it won't be their last. Abe Manley, manager of the club and Effa Manley, his wife who serves as business manager, have arranged for five games at the Stadium, featuring teams from the strong league roster.¹⁶³

The additional NNL scheduled games at Hinchliffe pitted the Eagles against the Black Yankees (August 2), the Black Yankees against the New York Cubans (July 26, cancelled), the Eagles vs. the New York Cubans (August 9), and a final matchup between the Eagles and the Black Yankees on August 23rd and were reportedly a great success.¹⁶⁴ Effa Manley said after the 1941 season, “the baseball business...is just beginning to grow. It will not only supply many jobs, but is something the colored group can feel proud of.”¹⁶⁵

Following the Japanese attack on Pearl Harbor in December of 1941 the United States entered World War II. As in World War I, African-Americans answered the call to arms in 1942 as the United States joined the war against the Germans and the Japanese. But this time was different. While still serving in segregated units, in addition to their previous service roles in the Army new service opportunities were opening. Blacks were trained as pilots at Tuskegee, although their skills were not fully utilized until late in the war. In the spring and summer of 1942, first the Navy and then the Marines opened their ranks to black servicemen. And by mid-1942, by order of the Secretary of War, officer candidate schools were graduating blacks at an unprecedented rate. Black women served in the WAC and WAVES as well.¹⁶⁶

Emboldened by their military status, African-American servicemen added weight to the rising tide of protests at home against race-based discrimination, particularly in transportation and eating establishments.¹⁶⁷ For many black soldiers from the northern and western states stationed at southern military posts, it was their first brush with Jim Crow:

One of the most noteworthy examples of pervasive discrimination involved Jackie Robinson, an All-American athlete from California and a commissioned officer in the army stationed at Ft. Hood, Texas. On January 6, 1944, Lieutenant Robinson boarded a bus leaving camp and refused to heed the driver's warning to “get to the back of the bus where the colored people belong.” Like other non-southerners who had not experienced segregation in public transportation back home, Robinson stood his ground. Arrested by the military police, the future Hall of Fame baseball player faced a court martial but was acquitted.¹⁶⁸

¹⁶² *PEN*, June 30, 1941.

¹⁶³ *PEN*, July 8, 1941. In 2006 Effa Manley was inducted into the National Baseball Hall of Fame along with two Newark Eagles players Biz Mackey and Mule Suttles (who played for the New York Black Yankees in 1941), and Ben Taylor who played for the New York Cubans (among others) (Martin and Martin, p. 182).

¹⁶⁴ *PEN*, June 30, 1941; “The Negro National league teams playing Saturday afternoon games at the Stadium late last season did so well they looked forward to this year, confident that their financial gains here would be something to anticipate with delight.” (*PEN*, June 9, 1942)

¹⁶⁵ As cited in Lancot, p. 111.

¹⁶⁶ Franklin, pp. 583-585. Again, these successes were incomplete but a positive step forward.

¹⁶⁷ NHL Theme Study, “Civil Rights in America: Racial Desegregation of Public Accommodations,” (NPS, 2009), p. 35-36.

¹⁶⁸ *Ibid*.

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For Robinson, it was a foretaste of the dramatic role he would play on the baseball field just a few years in the future. For the nation, the protests of an increasingly vocal minority at home coupled with the fight against fascism abroad engendered a growing awareness of the injustices of segregation. By the end of the war in 1945 eighteen northern and western states including Connecticut, California, Colorado, Illinois, Indiana, Iowa, Kansas, Massachusetts, Michigan, Minnesota, Nebraska, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Washington, and Wisconsin, had enacted anti-discrimination laws in public accommodations.¹⁶⁹

Professional league baseball continued throughout the war years, though players entering military service negatively impacted team rosters both black and white. Still, the industrial job boom at home created by the war boosted attendance at most baseball games and the profits of team owners. In 1942, citing the “success last year” of NNL games at Hinchliffe Stadium, managers contracted the Newark Eagles and the New York Black Yankees to once again share the Saturday home team slot for six league games in May and June.¹⁷⁰ The May 2nd edition of the *Paterson Evening News* sports page featured a photo of Monte Irvin with the caption: “Former Orange High School all around athlete sensation will be in an outfield berth for the Newark Eagles when that team opens its season at Hinchliffe Stadium next Saturday opposing the Cuban Stars in a National Negro league game.” On May 25th the Homestead Grays pummeled the Black Yankees in a game, prompting the headline “Josh Gibson’s Mighty Blast Big Factor in 7-Run Fourth Inning”:

The Homestead Greys [sic], yearly one of the powers in professional colored baseball, stopped off at Hinchliffe Stadium for couple of hours Saturday afternoon, just long enough to hand the N.Y. Black Yankees a decisive 10-2 drubbing in a regularly scheduled Negro National League encounter.¹⁷¹

After these two games and one probable rain-out, however, the NNL teams withdrew from their Hinchliffe contracts after disappointing crowd numbers. And it wasn’t just the professional teams having difficulty drawing in the fans. *Paterson Evening News* sports columnist Joe Gooter wrote:

The playoff came Thursday night when the Wright Aero and Curtiss Propeller teams met at the Stadium in a Passaic-Bergen League game. They played to a total of 42 admissions.

It’s been like that since the start of the season. Managers of the semi pro teams can’t explain it since the teams have never had any trouble in shutting the door in the wolf’s face in the past. Right now, they are so lonesome when they play, they would welcome even the wolf if he paid his way in.¹⁷²

Gooter speculated on the reason for the decline, “The chances are it’s a combination of factors: war, many more people hard at work, a falling of interest, and perhaps a few intangibles.”

A similar outcome occurred in the 1943 stadium season. The Newark Eagles again planned to use Hinchliffe Stadium for their Saturday home games, including an NNL game on May 22, with at least two other league games scheduled. Rain cancelled the opening game and the next game, featuring the Newark Eagles vs. the Black Yankees, netted only slightly over 200 spectators. The Eagles, whose roster now included local star Larry Doby, were scheduled to play the semi-pro Wright Aeros for the stadium promotion “Larry Doby Day,” but backed out to play elsewhere. The July 12 game featured the Wright Aeros against the Paterson Colored All-Stars, though the main star, Larry Doby was unable to attend, committed instead to playing with the Newark Eagles in Trenton. The Larry Doby Day promotion attracted a crowd of 400+ and appears to have been the last baseball game of the 1943 season played at Hinchliffe Stadium. Amateur Diamond Gloves boxing, motorcycle

¹⁶⁹ Ibid.

¹⁷⁰ *PEN*, April 2, 1942.

¹⁷¹ *PEN*, May 25, 1942.

¹⁷² *PEN*, June 9, 1942.

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and midget auto-racing, and even a staging of the 1943 Water Follies featuring Gloria Callen and Buster Crabbe, filled the stadium schedule through August and September.

The 1944 baseball season at Hinchliffe Stadium featured the semi-pro team known as the Uncle Sams as the regular home team. The Uncle Sams, formerly the Doherty Silk Sox, appear to have been an amalgamation of local defense industry employees. They were an integrated team, featuring a number of “former major and minor league stars who are now engaged in defense plants,” and one black player, Jimmy Thompson.¹⁷³ Thompson was a starting outfielder who more than once clinched a win for the team with his power hitting and “fleet-footed” fielding.¹⁷⁴ Local sports columnist Joe Gooter, who described Thompson as a “former performer in Negro National League competition,” noted that Thompson too left professional baseball for defense work:

That’s quite a ball player, that Jimmy Thompson who plays left field for the Uncle Sams. He has been offered a chance to play for such teams as the Newark Eagles, Black Yankees, Kansas City Monarchs, and Homestead Greys [sic] but has thumbed them down to remain on his war plant foundry job (as a metal pourer).¹⁷⁵

The Uncle Sams hosted approximately fourteen games at the stadium through the 1944 season, with ten games against professional black teams – three of those against NNL teams indicating Negro league teams were still dependent on barnstorming revenues.¹⁷⁶ Two of the games featured opponent teams drawn from military ranks, the Camp Shanks (Army) team and the Mitchell Field (Air Force) team. Though the Uncle Sams’ season began as weekday twilight games, in July they shifted to Sunday afternoons and noted a “marked increase in attendance.”¹⁷⁷ The Uncle Sams’ last game against the Homestead Grays was scheduled for August 11, however the newspaper never reported on the game which was likely a rain-out.

Negro professional baseball never returned to Hinchliffe Stadium after the 1944 season. Certainly a primary reason for this was the stadium’s inability to draw significant crowds after 1941. The reason for the small spectator turnouts for professional black baseball at Hinchliffe Stadium was never clear, however, it may be that rental policy changes at New York’s Yankee Stadium were the key. In 1939, negative publicity following racist remarks made by Yankee outfielder Jake Powell the previous year, prompted Yankees general manager Ed Barrow to offer the Negro National League a new per-date rental fee of \$1,000, a \$1,500 reduction in price. The NNL leased Yankee Stadium for five double-headers – ten games total for the rental price of five dates – that attracted a total of 60,000 fans over the course of the series of games. It is possible that Paterson fans of Negro professional baseball eschewed their local stadium in favor of watching their favorite teams amid the glamour of Yankee Stadium. Adding to the glamour, Barrow donated the Ruppert Memorial Cup, named for the late Yankees owner Jacob Ruppert, to be awarded at the end of the series.¹⁷⁸ The New York Black Yankees played in at least four of the ten games, presumably as the “home” team, while the New York Cubans played in three (one against the Black Yankees), and the Newark Eagles in one.¹⁷⁹ In 1940, at least four NNL double-headers were scheduled at Yankee Stadium featuring the Black Yankees in three of the games, the series again billed as the Ruppert Memorial Cup.¹⁸⁰ Eight NNL promotions were slated in 1941, with the Black Yankees in

¹⁷³ *PMC*, May 19, 1944. The team included “Frank McDonald, former slugging first baseman for the Philadelphia Phillies, of the National League...Bob Contini, who last year was the starting second baseman for the Jersey City Giants, and Jack Orlando, former leading batter of the Southern Association and then a catcher for a year with the New York Giants.”

¹⁷⁴ *PMC*, July 4, 1944.

¹⁷⁵ *PEN*, July 5, 1944.

¹⁷⁶ Connolly & Hickey, “Hinchliffe Stadium...A National Black Baseball Venue,” p. 15.

¹⁷⁷ *PMC*, July 4, 1944.

¹⁷⁸ Lancot, p. 85.

¹⁷⁹ *New York Times*, June 3, 1939; *New York Times*, June 4, 1939; *New York Times*, July 24, 1939; *New York Times*, August 14, 1939; *New York Times*, August 28, 1939; *New York Times*, September 25, 1939.

¹⁸⁰ *New York Times*, May 19, 1940; *New York Times*, June 17, 1940; *New York Times*, August 5, 1940; *New York Times*, September 9, 1940.

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at least four games, including one against the Newark Eagles that drew a crowd of 23,000.¹⁸¹ This more-regular use of Yankee Stadium, particularly by the “home” teams, the Black Yankees and the New York Cubans, continued through the 1940s and likely had some negative impact on Negro professional baseball at Hinchliffe Stadium.

With little professional baseball to report on locally by July 1942, the *Paterson Evening News* turned some of its sports reporting to the dramatic events unfolding around rumors of possible integration of major league baseball. Faced with dwindling rosters in 1942, two major league teams toyed with the idea of hiring black players, the Pittsburgh Pirates and the Philadelphia Phillies, though neither followed through with the rumored tryouts.¹⁸² On July 17th the sports page posted the headline “Landis Says No Ban on Negroes,” referring to Baseball Commissioner Kenesaw Landis’ statement that “there was no rule against major league clubs hiring Negro baseball players.”¹⁸³ Though technically true, the now-decades old “gentlemen’s agreement” to keep baseball segregated was still honored throughout the major and minor leagues.

The continuing call for integrating baseball was growing louder, however, buoyed by the recent anti-discrimination successes and by the obvious need for players in the major leagues fairly decimated by the war. Though many players and some owners, including Newark Eagles’ owner Effa Manley, viewed the prospect positively, that outlook was not necessarily shared by all Negro baseball team owners and players. Fearing that Negro baseball would become obsolete, some non-star players worried they would lose their chance to play professional baseball. Team owners also feared that integration would at least damage, if not kill Negro baseball, and thus their now-profitable investments.¹⁸⁴ New York Black Yankees owner James Semler put it bluntly, “we are built on segregation....If there was no segregation, we wouldn’t have had colored ball clubs; we wouldn’t make money, and we’d all probably be out of business.”¹⁸⁵

Opportunity for change again arose in 1943 when a delegation of black newspaper publishers, sportswriters Dan Burley and Wendell Smith, *Afro-American* business manager Howard Murphy, and actor Paul Robeson, met with major league officials to press their case for baseball integration.¹⁸⁶ Again, no commitment to change followed. Stanley Frank of the *New York Post* wrote about the prevailing attitude among major league officials:

[They] privately resent that their business has been made the focal point of agitation for elimination of racial prejudice. They want to know why the problem is not solved first in more important fields such as medicine and education. The Army and Navy and industry are not meeting the issue squarely; why should baseball?¹⁸⁷

Though efforts to combat discrimination in the military and industry were indeed struggling against the prevailing prejudice of the day, a sense of the inevitability of change was in the air. As the nation fought and won against the fascism of Nazi Germany, the cry for equality at home became a moral imperative.

Integration and the Death of Negro Baseball

At the end of the 1945 season, the growing pressure to integrate baseball culminated with a startling announcement following an October exhibition series. The games, played primarily at Ebbet’s Field in New York, featured a team of white major league players, including several Brooklyn Dodgers, and a lineup of the

¹⁸¹ Lancot, p. 110; *New York Times*, May 31, 1941.

¹⁸² *PEN*, July 27, 1942; Lancot, pp. 235-236.

¹⁸³ *PEN*, July 17, 1942.

¹⁸⁴ Lancot, pp. 237-240.

¹⁸⁵ *Ibid.*, p. 247.

¹⁸⁶ *Ibid.*, p. 245.

¹⁸⁷ *Ibid.*, p. 246.

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Negro leagues' best players, including Jackie Robinson. Newark Eagles owner Effa Manley and Brooklyn Dodgers general manager Branch Rickey jointly promoted the series. Rickey had been involved in several developments in major league baseball that pointed toward integration, among them allowing (under pressure) three black players to workout with white hopefuls in a pseudo-tryout, and serving on a sub-committee of New York City Mayor Fiorello LaGuardia's Committee on Unity to study major league baseball integration. It was these associations and a reputation for innovation that gave observers of the October game series hope for a breakthrough. On October 23rd, Branch Rickey signed Jackie Robinson to play with Dodgers affiliate the Montreal Royals.¹⁸⁸

Branch Rickey's 1945 integration of the Dodgers' minor league affiliate team sent shock waves through black and white baseball as well as American society at large. Roy Wilkins declared in his *Michigan Chronicle* column:

...in a new and dramatic fashion the fact that the Negro is a citizen with talents and rights is being heralded to the nation. The people who go to baseball games do not, in the main, go to lectures on race relations, nor do they read pamphlets about goodwill. The millions who read box scores very likely have never heard of George Washington Carver. But Jackie Robinson, if he makes the grade, will be doing a missionary work with these people that Carver could never do. He will be saying to them that his people should have their rights, should have jobs, decent homes and education, freedom from insult, and equality of opportunity to achieve.¹⁸⁹

Within months both professional football leagues and many college football teams began integrating black players.¹⁹⁰ These encouraging signs however did not reflect any major changes in the still-entrenched Jim Crow laws throughout the Southern states and likewise did not produce an avalanche of change within the sport of baseball. In 1946, it was again only Rickey who signed an additional four players, including Don Newcombe from the Newark Eagles. Effa Manley reacted to the loss with a shrewd prediction of the impending demise of her team, and eventually Negro baseball, complaining, "...we have so many boys who are Major League material we may wake up any morning and not have a ball club, if this keeps on."¹⁹¹

In July 1947, the Cleveland Indians signed Newark Eagles' power hitter Larry Doby, just three months after Jackie Robinson played his first game in the majors with the Dodgers. Negro league team owners complained bitterly of the loss of fan support as black spectators flocked to competing major league games featuring Robinson or Doby. By the end of the 1947 season, Negro teams were posting large financial losses due to dramatic drops in attendance:

Despite developing a championship club, Alex Pompey claimed losses of \$20,000 following a disastrous World Series with the Cleveland Buckeyes that attracted only marginal interest and press attention. At Yankee Stadium, only 63,402 fans turned out for black baseball promotions, a drop of nearly 95,000 from 1946, and attendance at Newark fell from 120,293 to 57,119. In Philadelphia, fewer than 64,000 attended the eleven scheduled dates at Shibe Park in 1947, a nearly 28,000 aggregate drop from 1946 despite two additional promotions. Meanwhile, the powerful Homestead Grays reported season losses as high as \$35,000.¹⁹²

¹⁸⁸ Ibid., pp. 254, 276 and 278.

¹⁸⁹ *Michigan Chronicle*, November 3, 1945, as cited in Bill Weaver, "The Black Press and the Assault on Professional Baseball's 'Color Line,' October 1945-April 1947," *Phylon*, Vol. XL, No. 4, Winter 1979, p. 306. Roy Wilkins was editor of the NAACP publication *The Crisis*.

¹⁹⁰ Lanctot, p. 293.

¹⁹¹ Ibid., p. 288.

¹⁹² Ibid., p. 317.

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Most Negro teams still lacked their own permanent home field, continuing instead to rent space – typically paying a percentage of ticket sales – a practice that left them vulnerable to any change in fan support. Through the 1946-47 season the Black Yankees held on, paying the rental price at Yankee Stadium, but the following season moved to Rochester, New York and quit the NNL after the 1948 season.¹⁹³ The Homestead Grays, who won the 1948 Negro League World Championship, followed. Then the 1946 World Champions the Newark Eagles disbanded in 1948.¹⁹⁴ In 1949 the NNL's remaining teams merged with the NAL and continued to schedule games – often with only four competing franchises – through the 1961 season.¹⁹⁵ A few other teams, including the Kansas City Monarchs, Birmingham Black Barons, Detroit Stars, Cincinnati Tigers, and the Indianapolis Clowns continued to play exhibition games as late as 1963.¹⁹⁶ Ultimately, the 1947 integration of major league baseball spelled the end of the all-black Negro leagues and independent teams.

The United States began to make gestures toward the deconstruction of institutionalized segregation prior to 1947, but the integration of baseball, with all of its symbolism as “America’s pastime,” proved to be a dramatic turning point in American history. The U.S. Supreme Court ruling which outlawed restrictive covenants in housing followed in 1948, and then President Harry S Truman ordered the elimination of discrimination in Federal employment and the desegregation of the armed forces. In 1950 he ordered the integration of public housing. In 1954 the U.S. Supreme Court ruled in *Brown v. Board of Education* which initiated the desegregation of public education.¹⁹⁷ Transportation, accommodations, education, housing, employment, the military, sports and entertainment – the many victories, large and small, which broke down the walls of racial segregation from the 1930s through the 1950s and into the 1960s culminated in the Civil Rights Act of 1964.¹⁹⁸ There was still a long hill to climb against underlying prejudice and overt discrimination, but in 1964 the foundations on which Jim Crow stood for nearly 100 years collapsed.

Negro professional baseball, as an institution created within the confines of racial segregation in nineteenth and twentieth century America, served a purpose that transcended mere entertainment. It was a place of business and employment, it provided opportunities for young athletes to excel, and it was an important source of African-American community pride:

Although black baseball ultimately disappeared, its accomplishments still resonate today. Along with other shadow institutions such as black hospitals, the industry facilitated eventual integration by providing invaluable experience and training otherwise elusive in a still highly segregated nation....As [Philadelphia Stars pitcher] Tom Johnson later observed, “in the absence of the opportunity, the blacks created that opportunity, created...a baseball world for themselves, so they could demonstrate their abilities. And so many of them were ready when the doors were opened, so from that vantage point I felt that we were winners.”¹⁹⁹

Hinchliffe Stadium Through the Second Half of the Twentieth Century

While a few other ballparks continued to host Negro teams as late as the 1960s, Negro baseball disappeared from the field at Hinchliffe Stadium after the 1944 season. As Negro baseball was waning, managers of the Paterson stadium turned their attention to midget car racing and boxing through the late 1940s and continued to hold high school athletic events. As with other entertainment venues, the growth in popularity of television and

¹⁹³ Ibid., pp. 328, 338.

¹⁹⁴ Hogan, p. 346.

¹⁹⁵ Ibid., p. 371.

¹⁹⁶ Ibid., p. 374.

¹⁹⁷ Franklin, pp. 609-610.

¹⁹⁸ Ibid., p. 635.

¹⁹⁹ Lanctot, p. 397.

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automobiles, as well as changing population demographics, spelled disaster for Hinchliffe Stadium through the 1950s.²⁰⁰

In 1963, the City of Paterson Board of Education gained full ownership of the stadium and began a series of improvements. Local newspapers reported that the track was lengthened to ¼ mile (at the same time lengthening the southeast end of the stadium), bleachers repaired, and the field re-sodded. The baseball field was reoriented from its central location to the northeast corner of the field (current location), which increased “the distance to the outfield fence [to]...340 feet down the left-field line and 360 to center” and placing right field 270 feet from home plate.²⁰¹ Eventually, probably in the 1970s, the steel-frame grandstand cover was removed and in 1979 a maintenance garage was constructed at the athletic entrance. In 1983, the City of Paterson, led by Mayor Frank X. Graves, made additional “improvements” to the stadium by covering the field with Astroturf and the track with a urethane surface. From 1988 to 1989, the New Jersey Eagles, a professional soccer team, made Hinchliffe their home. But by 1992, the Paterson public school system had failed and fallen into receivership with the State of New Jersey. No longer able to maintain the facility, the stadium was closed in 1996.²⁰²

Nationally Significant Site Comparisons

Comparative Sites Context

Negro professional baseball is nationally significant as a powerful and very public story of the era of racial segregation in the United States. It is also a story of baseball, of outstanding, high-quality play that took place on the fields and in the stadiums of American cities and towns. Baseball venues, the physical arena within which this history played out, are an important tangible link to the past, but one that has proven to be ephemeral. Few historic baseball venues remain standing today; nearly all of the historic major league stadiums have been demolished and replaced by larger stadiums with modern amenities. Of the ball parks that still stand, the minor league and municipal stadiums in smaller cities and towns have typically been renovated with new seating, sky boxes, restaurants, and other additions. The loss or alteration of so many historic baseball venues has a significant impact on our ability to relate baseball history, particularly Negro professional baseball, to its historic physical environment.

Perhaps the most salient aspect of identifying sporting venues historically associated with Negro professional baseball is that few black teams owned their own field. The financial burden imposed by the construction and maintenance of a stadium was beyond the limited resources of most black-owned teams. Of the three known examples, none is still standing. Pittsburgh Crawfords (NNL) owner Gus Greenlee built Greenlee Field in Pittsburgh, Pennsylvania in 1932, but within six years the stadium was demolished. Martin Park in Memphis, Tennessee, owned by Memphis Red Sox (NAL) owner Dr. William Martin, was built in the 1920s and survived intact and in use until 1961 when it too was demolished. New York Cuban Stars owner “Alex” Pompey financed the remodeling of the Dyckman Oval for his team’s home park under a three-year lease with the New York City Parks Department, but by 1938 the deal had collapsed and the stadium was demolished.²⁰³ The majority of Negro professional baseball teams leased fields owned by white major or minor league teams, leased municipal stadiums, or played on “sandlot” fields.

²⁰⁰ “Hinchliffe Stadium” National Register documentation, 2004.

²⁰¹ Ibid.; quote as cited on page 8, Section 8.

²⁰² “Hinchliffe Stadium” National Register documentation, 2004.

²⁰³ Lanctot, p. 42.

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While their white counterparts in the major and minor baseball leagues called their hometown field or stadium “home” and played all of their home games there, black professional teams who shared the field by lease agreements typically were limited in their use of the field for home games. Often the limiting factor was the sheer expense of renting a field, particularly major league fields such as Yankee Stadium or Comiskey Park. In 1938, the Yankees ball club charged a rent of \$2,500-\$3,500 per game, plus 20-25% of ticket sales.²⁰⁴ Though the stadium could seat thousands of fans, the economic reality of the 1930s was that black baseball fans simply could not support more than a few games at such expensive venues. Smaller venues in the form of minor league fields and municipal stadiums proved to be more affordable. For example, Hinchliffe Stadium charged just \$100 per game, plus a 25% gate charge.²⁰⁵ Sharing a white team’s home stadium had its drawbacks. At Rickwood Field in Birmingham, Alabama, where Rick Woodward’s minor league team the Birmingham Barons played all of their home games, the Birmingham Black Barons’ lease agreement allowed use of the field only when “the white Barons were on the road.”²⁰⁶ From 1938 through the early 1940s the Homestead Grays reportedly used West Field in Munhall outside of Pittsburgh as their weekday home field and Forbes Field on weekends when the Pittsburgh Pirates were on the road.²⁰⁷ And while the New York Black Yankees called Yankee Stadium “home,” in reality they called several ball parks home, including the New York Polo Grounds and Hinchliffe Stadium.

Given the limitations on home games for black baseball teams, most of their 200-plus games per year were played “on the road.” Financial necessity dictated that the teams play far more games than the official league schedules could supply. Barnstorming or exhibition games were a mainstay of Negro professional baseball.²⁰⁸ Many of these games took place on “sandlot” fields, that is, ball fields on grass or dirt lots, sometimes with a chain link backstop and possibly a small row of bleacher seats. Such fields were typically found in local public parks and fairgrounds, however documentation of historical association with Negro professional baseball is difficult to come by and historical integrity nearly impossible to assess.

Throughout the period of racial segregation in America, Negro professional baseball was played across the country, with the highest concentration of active teams and league play in the North (Northeast/Mid-Atlantic), the Midwest, and in the Southeast. A large number of sports venues saw play over the years – as many as 188 venues according to the most recent survey.²⁰⁹ However, not all saw the same quantity of play. Though further research on specific sites may reveal additional play, from the currently available documentation it is clear that while some sites were used repeatedly through the season over a number of years, others served only as an occasional venue for Negro baseball. For example, Hinchliffe Stadium saw use by Negro professional teams every season over a 12-year span (1932 through 1944) with as many as 24 games played in the 1936 season, while sites such as Clemens Field in Hannibal, Missouri and Cardines Field in Newport, Rhode Island reportedly served as occasional barnstorming venues.²¹⁰

Additionally, when considering the national significance of a site, not all venues hosted the same quality of play. Specifically this refers to independent versus league play and the status of the Negro National League (NNL) and Negro American League (NAL) as major leagues and the Negro Southern League as a minor league within the Negro league framework. Based on their review of venues and scholarly works on the history of Negro professional baseball, site survey coordinator Connolly & Hickey concluded:

²⁰⁴ Connolly & Hickey, “Historical Significance Investigation...,” p. 38.

²⁰⁵ Ibid.

²⁰⁶ Barra, p. 58.

²⁰⁷ Post-Gazette.com, “Rebuilding the Grays homefield,” August 11, 2006.

²⁰⁸ Robert Peterson, *Only the Ball Was White*, (New York: Oxford University Press, 1992), p. 146.

²⁰⁹ Connolly & Hickey, “Historical Significance Investigation...,” completed as a supplement to this NHL documentation.

²¹⁰ Ibid, pp. 65 and 63.

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Within the larger context of segregation throughout the late nineteenth and early twentieth centuries, as institutionalized by *Plessy v. Ferguson* in 1896 to treat African Americans as “separate but equal,” segregated baseball was an integral part of the black response to formalized segregation. Black independent teams who played exhibition games and barnstorming games were a significant part of this story. Many important black baseball games, including those featuring star players like Satchel Paige, were played in non-league exhibition games. Some teams moved in and out of the NNL and NAL, and many played non-league exhibition games even while they were part of the Negro major leagues. Venues hosting black baseball in other Negro leagues such as the Southern [League], are important for the same reason. Though for the sake of a comprehensive study all identifiable venues at which black professional baseball was played have been included in this inventory.

In establishing varying levels of significance, though, a distinction must be made. Negro League scholars such as Neil Lanctot, in *Negro League Baseball: The Rise and Ruin of a Black Institution*, and Lawrence Hogan, in *Shades of Glory*, state that the NNL and NAL were considered the “Major” Negro leagues. As Lanctot notes, “Although cities such as Birmingham and Memphis had been occasionally profitable, the urban centers of the north, midwest, and upper south had always been the backbone of the industry...” Hogan notes in his 2011 report “Hinchliffe Stadium: A National Black Baseball Venue” that “From 1933 through 1948 the strength of Negro League baseball was in the east in the Negro National League and on a similar although in the judgment of most historians of the Negro league game, slightly less high quality of play, in the west in the Negro American League after 1937.” Further, the NNL and NAL in particular were a significant achievement in the formation of race institutions and business...²¹¹

While consideration of the relative quality of play may enhance a venue’s national significance, it is important to note also the significance of regional differences. First, all regions included high-level players many of whom were eventually inducted into the National Baseball Hall of Fame. But racial segregation took on different forms in the North and South. Southern venues, while perhaps considered by baseball scholars to have hosted lower-quality league play, might derive national significance through their ability to tell the story of Negro professional baseball in the rigidly segregated society of the American South. This might be presented through segregated seating and perhaps extended years of play (into the 1960s) due to the slower pace of integration. Segregated seating does not appear to have been officially sanctioned in the Northern and Midwestern venues. However, these venues might derive national significance from the major league-quality play that dominated their association with segregated baseball and their ability to better tell the story of black entrepreneurship during that period.

Comparative Sites

Research completed by the New Jersey historical architecture firm Connolly & Hickey for their 2011 report “Historical Significance Investigation Report Evaluating the National Significance and Integrity of Hinchliffe Stadium” identified 188 venues used by professional black baseball teams during the era of segregation in America. In compiling this comprehensive inventory of black baseball venues, three scholarly sources were consulted: Neil Lanctot’s *Negro League Baseball: The Rise and Ruin of a Black Institution*, Lawrence Hogan’s *Shades of Glory: The Negro Leagues and the Story of African-American Baseball*, and Philip Lowry’s *Green Cathedrals: the Ultimate Celebration of All Major League Ballparks*. Additionally, various Internet resources, online newspaper searches, and correspondence with State Historic Preservation Offices served as the most valuable, up-to-date resources. The 188 venues were broken down into three primary categories or property

²¹¹ Ibid., pp. 38-40.

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types: Black-Owned or Leased Venues, Major League Baseball Venues, and “Other” Baseball Venues. None of the identified Black-Owned or Leased Venues or the Major League Baseball Venues remain standing today. These sites will therefore not be discussed in this section. The report identified 165 “Other” Baseball Venues (minor league parks, municipal stadiums, sandlot fields) of which 134 are no longer standing.²¹² Thus, of the 188 venues identified with some known association with Negro professional baseball, there are 31 venues still standing in the United States today (2011), all of them “Other” Baseball Venue property types. A list of all of the 188 identified venues, subdivided by property type, is attached to this documentation.

Based on the available documentation on the remaining 31 extant baseball venues there are 22 venues that do not currently appear to rise to the level of national significance, either by lacking sufficient documentation of significant historical associations with Negro professional baseball or retaining insufficient historical integrity. Further research in the future may alter this conclusion, however for the purposes of this comparative analysis, these 22 venues will not be considered.

The national significance of venues associated with Negro professional baseball is gained through several historical factors, as previously discussed. The final factor for consideration is the historical integrity of the venue, that is, its “ability to convey its historical associations or attributes.”²¹³ The Connolly & Hickey survey team concluded:

The property type within which these games were played would appear to be the last consideration, as the significance stems from the historical events held within the venue, rather than whether or not the venue was a designed stadium or featured only a simple grandstand and bleachers. The main architectural consideration would be if the venue continues to maintain its ability to convey its character at the time of black professional and Negro League play, and if it retains integrity of the essential physical characteristics marking it as a site for play. As such, physical elements from its period of significance must remain intact, specifically those that make it identifiable as a site of play. These features would include, for example, the field itself, bleachers and other seating, a grandstand, locker rooms, a press box and so on.²¹⁴

This NHL documentation identifies Hinchliffe Stadium as retaining a high degree of historical integrity:

Although the stadium is in deteriorated condition, it clearly still portrays the description of its as-built condition as written and photographed in 1932, and throughout its historic association with Negro professional baseball. Major character-defining alterations came early, in the 1930s, and predominantly in 1934 with the addition of the restroom building, the concession stand, the remaining seating along the southeast wall, and widening of the track. The changes reflect the use of the stadium as an entertainment venue that was subject to the needs of shifting business models. The stadium retains its setting on the banks of the Passaic River, overlooking the Great Falls and the industrial heart of Paterson, the same commanding view that stadium patrons would have seen historically. It retains most of its original materials, including its reinforced poured concrete structural composition, clay tile roofing (except for the restroom building), and ornamental tile mosaics. Its distinctive form is intact, a unique design that fit the stadium into a tight piece of urban land. Thus Hinchliffe readily evokes the feeling of and association with the events that occurred there throughout its historic role in the larger nationally significant story of racial segregation as expressed through Negro professional baseball. Moreover, Hinchliffe Stadium retains integrity of location and setting since its surroundings remain largely unchanged. The Stadium’s design,

²¹² The report called these venues “Neutral Baseball Venues” to differentiate them from the Black-owned and Major League Venues. However, we found the use of the term “Neutral” too ambiguous and have therefore changed it to “Other.”

²¹³ NPS Bulletin, “How to Prepare National Historic Landmark Nominations,” 1999, p. 36.

²¹⁴ Connolly & Hickey, “Historical Significance Investigation...,” pp. 53-55.

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materials and workmanship survive intact and clearly impart the original and historic appearance and construction of the building. Although years of vacancy and vandalism have damaged the building, it remains as one of the most intact, if not *the* most intact of the few remaining stadiums that retain important historical integrity, associated with Negro baseball. Hinchliffe is distinctive, not only because of its unique design, but because it retains its entire physical plant, rather than just a field or lot where games were played. The ultimate test for integrity for Hinchliffe Stadium is whether members of the New York Black Yankees, or Newark Eagles, Cuban Stars, Bacharach Giants, Pittsburgh Crawfords, or any of the other teams that played there, or the spectators, or participants in the other sporting events of the 1930s would recognize the place if they were able to return. Undoubtedly they would. Standing high in the stadium, near the concession stand, looking out over the empty seats and field, and beyond to the vista of East Paterson, one can imagine hearing the crack of the bat and cheers in the stands; feel the bustle of activity around the concession stand, and the excitement and drama taking place on the field against the scenic vista backdrop.²¹⁵

Based upon the above-cited considerations, Hinchliffe Stadium meets the criteria for national significance for its important association with the period of segregated Negro professional baseball between the years 1932 and 1944. During this time Hinchliffe Stadium served as a home field for the New York Black Yankees, both as an independent team and as a Negro National League-affiliated team, the New York Cuban Stars (NNL), and the Newark Eagles (NNL). The stadium played host to the high-quality play of Negro National League and Negro American League scheduled games, including the NNL season opening games in 1936 and 1937, as well as independent exhibition games. All of the games featured some of the highest-quality players in Negro professional baseball, many whom were later inducted into the National Baseball Hall of Fame. The teams and leagues represented at Hinchliffe Stadium demonstrate the development of black-owned businesses during the period of racial segregation in the United States. Hinchliffe Stadium retains a high degree of historical integrity to its period of national significance.

For comparative purposes, eight of the remaining extant "Other" Baseball Venues (exclusive of Hinchliffe Stadium) are discussed below, separated by region – four Northern/Midwestern and four Southern. It should be noted that, with the possible exception of Rickwood Stadium, none of the venues discussed below have the detailed documentation required for a full determination of their national significance and it was not within the scope of this project to produce such documentation. This comparative list should serve as a list of potential sites that might add to the nationally significant story revealed at Hinchliffe Stadium.

Northern and Midwestern Venues with Potential National Significance

West Field (currently William Knight Field; sometimes called Grays Field)

Munhall, Pennsylvania

West Field (later renamed William Knight Field; occasionally called Grays Field) is a municipal ball park in Munhall, Pennsylvania, a suburb of Pittsburgh. It was constructed about 1930. The concrete bleacher deck runs the length of a hill along the first base line, then curves around home plate and continues a short distance up the third base line. It includes recessed dugouts and locker rooms are said to be located under the shorter section of bleachers. West Field reportedly served as a home field for the Homestead Grays in the late 1930s and early 1940s. Former Grays "back-up batboy" Elijah Miller recalled in a 2006 interview that the team

²¹⁵ See "Assessment of Integrity," page 10 of this document.

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played at West Field during the week and at Forbes Field on weekends when the Pittsburgh Pirates were out-of-town.²¹⁶

West Field, though reported to be in rough condition by a visitor in 2009, appears to retain significant historical integrity to its period of use as a home field by the Homestead Grays.²¹⁷ Its historical association with the exceptional NNL team the Homestead Grays is significant and it is suggested that additional documentation should be completed to establish the national significance of this venue.

Roesink Stadium (sometimes called Hamtramck Stadium)

Detroit, Michigan

Roesink Stadium was built in 1929-30 by John Roesink, then-owner of the Detroit Stars, an affiliate of the first Negro National League (NNL [I]). Roesink, a white Detroit businessman, intended the stadium to be the home field for his all-black team. The opening game at the stadium was a Negro National League [I] game between the Detroit Stars and the Cuban Stars on May 11, 1930.²¹⁸ The stadium served as a home field for the NNL [I] Detroit Stars from 1930-31, hosted the Detroit Wolves in 1932, and the NNL [II] Detroit Stars in 1933 and 1937. It also hosted various neutral-site games for other teams.

Constructed of concrete, steel, and wood framing, in 1941 the grandstand was renovated and expanded by the Wayne County Road Commission using WPA funds. Sometime in the 1970s, the grandstand was cut back to its current, greatly reduced footprint. The stadium was in use for baseball until sometime in the 1990s, but while it remains as part of Veterans Park, it is not currently in use for baseball. Located in the Hamtramck section of Detroit, this small ball park is sometimes confused with the nearby Keyworth Stadium, a football stadium also sometimes called Hamtramck Stadium. Thus the Roesink Stadium name is preferred.

Roesink Stadium should be subjected to further research to discover its potential for national significance for its historical association with Negro professional baseball. However, the historical integrity of the stadium may reduce its potential as a nationally significant site.

Perry Stadium (currently Owen J. Bush Stadium)

Indianapolis, Indiana

National Register of Historic Places, 1992

Designed by the architectural firm Pierre & Wright and constructed in 1931, the stadium was originally called Perry Stadium and renamed Owen J. Bush Stadium in 1967. The concrete and brick building features an Art Deco style entry pavilion, seats 12,000, and was said to have the appearance of Wrigley Field with an ivy-covered red-brick outfield wall. Owen J. Bush Stadium was the home field of the minor league Indianapolis Indians until 1996. The stadium was listed on the National Register of Historic Places in 1992.

Perry (Bush) Stadium appears to have a relatively strong association with Negro professional baseball, particularly within the Midwestern-based Negro American League (NAL). The stadium hosted several local

²¹⁶ "Rebuilding the Grays homefield," Kevin Kirkland, August 11, 2006, Pittsburgh Post-Gazette, www.post-gazette.com. The Grays used Greenlee Field as their alternate home field from 1935 until 1938. Greenlee Field was demolished in 1938 and they likely moved that year to West Field.

²¹⁷ www.alltheballparks.com/2009/06/day-35-west-field.html (last accessed July 9, 2012). The "rough" condition of West Field appears comparable to the current condition of Hinchliffe Stadium. The conditions of these two stadiums, both closely associated with Negro professional baseball, underscores the importance of their preservation in order to help preserve and tell the history of segregated baseball in the United States.

²¹⁸ <http://detroit1701.org/Roesink.html>.

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NAL teams between 1937 and 1954: the Indianapolis Athletics in 1937, the Indianapolis ABCs in 1938-1939, the Indianapolis Crawfords in 1940, and the Indianapolis Clowns from 1943-1954. Significant games played there include: game 5 of the 1943 Negro World Series, the 1952 and 1954 Negro American League Pennant, the 1950 and 1951 Negro American League East Division Pennant.²¹⁹ The stadium's long association with the Indianapolis Clowns presents another important aspect of the era of segregated baseball. While the team attracted strong attendance records, it is said that "the success of the Clowns...lay in their strong appeal among whites who found the blend of comedy and athleticism irresistible."²²⁰ Their success was controversial in that they catered primarily to a white audience and were seen by some blacks as detrimental to racial equality. Negro League baseball historian Neil Lanctot observed: "While perhaps prolonging the league's survival, the comedy of the Clowns ultimately moved black professional baseball away from its original purpose and offered little to African Americans, who instead turned to the exploits of a growing number of black major leaguers as a source of racial pride."²²¹

[Editor's Note: Portions of Perry (Bush) Stadium were demolished in 2012 as part of a project to convert the stadium into condominiums and apartments. It no longer retains a high degree of integrity.²²²]

Red Bird Stadium (currently known as Cooper Stadium)

Columbus, Ohio

Built in 1931, Red Bird Stadium operated as the minor league home park for the Columbus Red Birds. The stadium hosted games by the NNL Columbus Bluebirds in 1933 and the NNL Columbus Elite Giants in 1935.²²³ Additional research may reveal more consistent play. Significantly Red Bird Stadium hosted the 1943 Negro World Series game between the Homestead Grays and the Birmingham Black Barons as a neutral site.

In 1977, the concrete and steel stadium was renovated. Skyboxes were added to the roof over the grandstand and the field was covered with AstroTurf. The field was returned to real turf in 1999. After reopening in 1977, the stadium was renamed Franklin County Stadium. In 1984 it was again renamed as Cooper Stadium. The last game at the Stadium was played in 2008.

The fate of Cooper Stadium has been under debate since that time, but in February 2011, members of the Columbus city development commission gave unanimous approval for a plan to convert the field to an automobile racetrack and build an automotive research center on the site. The city council voted to approve the required rezoning in June 2011, allowing the redevelopment plan to move forward.²²⁴ The group which plans to redevelop the stadium state that some elements of the historic stadium will be preserved, including the more than 8,000 grandstand seats, the luxury boxes, and the former "Captain's Club."

Though Red Bird Stadium (Cooper Stadium) may have significant historic associations with Negro professional baseball that rises to the level of national significance, it appears its historical integrity is destined to be significantly eroded by the planned redevelopment.

²¹⁹ <http://projectballpark.org/history/nal/bush.html>.

²²⁰ Lanctot, p. 283.

²²¹ Ibid., p. 284.

²²² <http://denneycompanies.com/2012/05/bush-stadium-demolition/>.

²²³ <http://www.projectballpark.org/history/nnl2.html>.

²²⁴ <http://www2.nbc4i.com/news/2011/jun/27/columbus-city-council-oks-racetrack-ar-569909/>.

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Southern Venues with Potential National Significance**Rickwood Field**

Birmingham, Alabama

National Register of Historic Places, 1993

Rickwood Field was listed on the National Register of Historic Places in 1993 with national significance as the “oldest baseball grandstand on the same site in the United States”²²⁵. Built in 1910 by Birmingham Barons owner Rick Woodward, the steel and concrete construction today includes a covered grandstand, seating for more than 9,000 fans, a front office, concessions, restrooms, and locker rooms located under the grandstand. The Spanish Mission style exterior detailing was added in the 1920s. Rickwood Field served as the home field of the minor league team the Birmingham Barons.

Rickwood Field also potentially gains national significance as a venue for Negro professional baseball play. The field served as the home field for the Birmingham Black Barons, affiliates of the Negro Southern League in the 1920s and 1930s and of the Negro American League from 1936 through the 1950s. Though some scholars argue that the quality of play was of a lower caliber than that found in Negro National League venues, the NAL Birmingham Black Barons played several times in World Series games against the NNL Homestead Grays, and four future Hall-of-Famers played for the Black Barons: Willie Mays, Satchel Paige, Bill Foster, and Mule Suttles.

Rickwood Field, where racially segregated seating in the stands was enforced by a city segregation ordinance, is potentially nationally significant for its ability to tell the story of Negro professional baseball in the rigidly segregated society of the American South. The restored stadium retains a high degree of historical integrity to that period of use although it is unknown if evidence of the segregated seating remains in place.

Durkee Field (currently J. P. Small Memorial Stadium)

Jacksonville, Florida

Durkee Field was constructed as the Jacksonville municipal stadium in 1912 and reconstructed in 1936 after the original was destroyed by fire. The stadium features a concrete and brick grandstand covered with a steel canopy, said to have been constructed to include a separate section to seat African Americans. There appears to be no evidence of the segregated seating today (2011). In 1985, the venue underwent renovations including new aluminum seats, new sod, and improved dugouts and was renamed J. P. Small Memorial Stadium. A second renovation in 2005 included reopening of the arched openings, repointing the masonry, a new ADA ramp, replacement doors, installation of a safety railing atop the grandstand, and the addition of a small museum.

The stadium served as the home field for the Jacksonville Red Caps, who played within the Negro Southern League, considered a minor league, and in 1938 and 1941-42 while they were affiliated with the Negro American League.²²⁶ Significantly, it was at Durkee Field that the Jersey City Giants held their spring training in 1946 when the Giants were scheduled to play the Montreal Royals, a team that included Jackie Robinson and John Wright. Integrated play was prohibited by the Jacksonville Playground and Recreation Board, which

²²⁵ National Register significance statement from HABS documentation, AL-897, www.memory.loc.gov.

²²⁶ <http://www.coe.ksu.edu/nlbemuseum/history/teams/jacksonvrcaps.html>.

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“pledged to bar Robinson and Wright from the park.”²²⁷ The Royals, a minor league farm team for the Brooklyn Dodgers, canceled the game rather than play without Robinson and Wright. In 1953, Durkee Field was again at the center of baseball’s integration story when it “became the location of the first games played by the newly integrated Jacksonville Braves that included a 19-year-old Hank Aaron.”²²⁸ They were the first team in the Class A-South Atlantic League to break the color line in minor league baseball.

Durkee Field has a significant association with Negro professional baseball as it unfolded in the American South and appears to retain a high degree of integrity to its historic appearance. Further research should be done to determine the extent of play that took place on the field.

Travelers Field (renamed Ray Winder Field in 1966)

Little Rock, Arkansas

Built in 1931, Travelers Field was the home of white minor league team the Little Rock Travelers. The Field sat approximately 7,000 fans and featured a large-covered grandstand with permanent seating and a refreshment area provided beneath. The city-owned stadium was still standing in May 2011 when the wood and iron grandstand seats were given away prior to the stadium’s anticipated demolition.

Travelers Field hosted the Little Rock Grays, most often an independent team, but in 1932, an affiliate of the Negro Southern League. In the 1940s the Birmingham Black Barons played at Travelers Fields and the Kansas City Monarchs played there between 1957 and 1961.²²⁹

Although Travelers Field appears to have a relatively strong association with Negro professional baseball, it was generally outside of the major leagues of Negro League baseball. The stadium retained a high degree of historical integrity until the seats were removed and its demolition appears imminent.

[Editor’s Note: Demolition of Travelers (Ray Winder) Field was underway in July, 2012.²³⁰]

Engel Stadium

Chattanooga, Tennessee

National Register of Historic Places, 2009

Engel Stadium was constructed in 1929-30 as the home field of the minor league team the Chattanooga Lookouts, an affiliate of the Washington Senators. Renovations occurred in 1988, including an exterior renovation, a two-story front office built on the first base line, a new press box on the roof, and a restaurant built in the concourse. Despite these renovations, Engel Stadium retains a high degree of historical integrity with its steel canopy over the grandstand intact and much of the original iron and wood seating still in place.

The stadium hosted the Negro Southern League’s Chattanooga Choo-Choos from 1940 through 1946, when the team folded. During the 1945 and 1946 seasons, the team’s roster included 16-year old Willie Mays, who played while he completed his ninth and tenth grades in high school.²³¹ Other teams said to have played at

²²⁷ “Royals’ Game Off at Jacksonville.” *New York Times*. 1946-03-23, as cited on http://en.wikipedia.org/wiki/J._P._Small_Memorial_Stadium.

<http://select.nytimes.com/mem/archive/pdf?res=F10C11FB395D177A93C1AB1788D85F428485F9>

²²⁸ <http://www.jaxhistory.com/journal13.html>.

²²⁹ Connolly & Hickey, “Historical Significance Investigation...,” p. 63.

²³⁰ http://arkansasmatters.com/fulltext?nxd_id=555472.

²³¹ <http://www.engelfoundation.com/Historical-Importance/Chattanooga-Choo-Choos/>.

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Engel Stadium include the Nashville Elite Giants (probably NNL [I]) in the early 1930s and the Raleigh Tigers in 1959.

Plans for the restoration of Engel Stadium by the Engel Foundation bode well for the continued preservation of the building's historical integrity. Though most closely associated with the Negro minor league team the Chattanooga Choo-Choos, additional research may build a case for the national significance of Engel Stadium for its role in the era of segregated Negro professional baseball, particularly as it played out in the South.

Complete List (to date) of Venues Associated with Negro Professional Baseball

Extant – "Other" Baseball Venues with Documented Association with Negro Professional Baseball and Historical Integrity (listed alphabetically)

1. Durkee Field (James P. Small Stadium), Jacksonville, Florida
2. Engel Stadium, Chattanooga, Tennessee
3. Hinchliffe Stadium, Paterson, New Jersey
4. Perry Stadium (Owen J. Bush Stadium), Indianapolis, Indiana [Note: Loss of integrity in 2012]
5. Red Bird Stadium (Cooper Stadium), Columbus, Ohio
6. Rickwood Field, Birmingham, Alabama
7. Roesink Stadium (Hamtramck Stadium), Detroit, Michigan
8. Travelers Field (Ray Winder Field), Little Rock, Arkansas [Note: Demolished in 2012]
9. West Field (William Knight Field; Grays Field), Munhall, Pennsylvania

Extant – "Other" Baseball Venues with Insufficient Documentation of Nationally Significant Historical Associations with Negro Professional Baseball and/or Historical Integrity (listed alphabetically)

10. Ainsworth Field, Erie, Pennsylvania
11. Brewer H.S. Field, Greenwood, South Carolina
12. C.W. Marsh Field, Muskegon, Michigan
13. Cardines Field, Newport, Rhode Island
14. Chavis Park, Raleigh, North Carolina
15. Clemens Field, Hannibal, Missouri
16. Cramton Bowl, Montgomery, Alabama
17. Golden Park, Columbus, Georgia
18. Grayson Stadium, Savannah, Georgia
19. Grove Street Oval (Monte Irvin Field), East Orange, New Jersey
20. Hicks Field, Edenton, North Carolina
21. Lanphier Park, Springfield, Illinois
22. League Park IV, Cleveland, Ohio
23. Legion Field, Lake Charles, Louisiana
24. Luther Williams Stadium, Macon, Georgia
25. Municipal Stadium, Hagerstown, Maryland
26. Parkway Field, Louisville, Kentucky
27. Riley Park, Sumter, South Carolina
28. Shrewbridge Park, Chicago, Illinois
29. Talbert Park, Rocky Mount, North Carolina
30. Valley Field, Grand Rapids, Michigan
31. War Memorial Stadium, Greensboro, North Carolina

No Longer Extant – Black-Owned or Leased Venues (listed alphabetically)

32. 44th and Parkside, Philadelphia, Pennsylvania (demolished, 1949)

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33. Bugle Field, Baltimore, Maryland (demolished 1949)
34. Central Park, Pittsburgh, Pennsylvania (demolished 1925)
35. Dyckman Oval, Manhattan, NYC, New York (demolished 1938)
36. Greenlee Field, Pittsburgh, Pennsylvania (demolished 1938)
37. Martin's Stadium (Lewis Park; Martin Park), Memphis, Tennessee (demolished 1961)
38. Peters' Park, Danville, Virginia (demolished n.d.)
39. Schorling Park (South Side Park III), Chicago, Illinois (destroyed by fire 1940)
40. Stars Park, St. Louis, Missouri (demolished, n.d.)
41. Wilson Park, Nashville, Tennessee (demolished 1946)

No Longer Extant – Major League Baseball Venues (listed alphabetically)

42. Briggs Stadium (Tiger Stadium), Detroit, Michigan (demolished, n.d.)
43. Comiskey Park, Chicago, Illinois (demolished 1991)
44. Ebbets Field, Brooklyn, NYC, New York (demolished 1960)
45. Forbes Field, Pittsburgh, Pennsylvania (demolished 1971)
46. Griffith Stadium, Washington, D.C. (demolished 1965)
47. Huntingdon Grounds I, Philadelphia, Pennsylvania (demolished 1894)
48. Polo Grounds, New York City, New York (demolished 1964)
49. Recreation Park, Pittsburgh, Pennsylvania (demolished n.d.)
50. Shibe Park (Connie Mack Stadium), Philadelphia, Pennsylvania (demolished 1976)
51. South End Grounds (I), Boston, Massachusetts (demolished 1887)
52. Sportsman's Park, St. Louis, Missouri (demolished, n.d.)
53. Terrapin Park (Oriole Field V), Baltimore, Maryland (demolished 1944)
54. Yankee Stadium, Bronx, NYC, New York (demolished 2009)

No Longer Extant – "Other" Baseball Venues (listed alphabetically)

55. 13th and Anne Streets Park, Wilmington, North Carolina (demolished n.d.)
56. 37th and Butler, Chicago, Illinois (demolished n.d.)
57. 59th Street Bridge sandlot, New York, New York (demolished n.d.)
58. 67th and Langley, Chicago, Illinois (demolished n.d.)
59. ABC's Field, Indianapolis, Indiana (demolished, n.d.)
60. American Legion Field, Wallace, North Carolina (demolished, n.d.)
61. American Legion Park, Newton, North Carolina (demolished, n.d.)
62. American Legion Stadium, Wilmington, NC (demolished, n.d.)
63. Ammon Field, Pittsburgh, Pennsylvania (demolished, n.d.)
64. Asbury Ball Park, Chicago, Illinois (demolished, n.d.)
65. Association Park II, Kansas City, Missouri (demolished, n.d.)
66. Bacharach Park, Atlantic City, New Jersey (demolished, n.d.)
67. Belleville H.S. Athletic Field, Belleville, Illinois (demolished, n.d.)
68. Bellview Park, Memphis, Tennessee (demolished, n.d.)
69. Beyerle's Park (Hooper Field; Tate Field), Cleveland, Ohio (demolished, n.d.)
70. Bigler Field, Philadelphia, Pennsylvania (demolished, n.d.)
71. Borchert Field, Milwaukee, Wisconsin (demolished 1954)
72. Bronx Oval, New York, New York (demolished n.d.)
73. Buff Stadium, Houston, Texas (demolished n.d.)
74. Bugle Triple A Stadium, Indianapolis, Indiana (demolished, n.d.)
75. Butler Field, Butler, Pennsylvania (demolished, n.d.)
76. Casino Park, Monroe, Louisiana (demolished 1941)

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77. Catholic Protectory Oval, Bronx, NYC, New York (demolished 1939)
78. Centennial Field, Tallahassee, Florida (demolished 1974)
79. Chessline Park, Philadelphia, Pennsylvania (demolished, n.d.)
80. Clark Field, Austin, Texas (demolished 1975)
81. Clarksville Stadium, Clarksville, Virginia (demolished, n.d.)
82. College Hill Park, Montgomery, Alabama (demolished, n.d.)
83. Crosley Field (Redland Field), Cincinnati, Ohio (demolished 1972)
84. Crump Park, Little Rock, Arkansas (demolished n.d.)
85. Cubs Stadium, Cleveland, Ohio (demolished n.d.)
86. Cyclor Park, McKeesport, Pennsylvania (demolished, n.d.)
87. Dean Park, Crawfordsville, Illinois (demolished, n.d.)
88. DeQuindre Park (Linton Field; Cubs Park), Detroit, Michigan (demolished, n.d.)
89. Devereaux Meadow, Raleigh, North Carolina (demolished 1979)
90. Dexter (Bushwicks) Park, Brooklyn, NYC, New York (demolished 1955)
91. Druid Hill (ball field), Baltimore, MD (demolished, n.d.)
92. Ducks Park, Dayton, Ohio (demolished, n.d.)
93. Dunn Field, Trenton, New Jersey (demolished n.d.)
94. Easton Street Park, St. Louis, Missouri (demolished, n.d.)
95. Eastside Park, Paterson, New Jersey (demolished n.d.)
96. Eclipse Park (I), Louisville, Kentucky (demolished 1892)
97. Giants Park (Tiger Park; Metropolitan Park), St. Louis, Missouri (demolished, n.d.)
98. Gordy Park, Salisbury, Maryland (demolished, n.d.)
99. Griffith Park, Charlotte, North Carolina (demolished 1985)
100. Halloran Park, Lima, Ohio (demolished, n.d.)
101. Hampton Institute Field, Hampton, Virginia (demolished, n.d.)
102. Handlan's Park, St. Louis, Missouri (demolished n.d.)
103. Hardware Field (Kinsman Hardware Field), Cleveland, Ohio (demolished n.d.)
104. Hartwell Field, Mobile, Alabama (demolished 1983)
105. Hawkins Stadium, Albany, New York (demolished 1960)
106. Hebrew Orphan Asylum Oval, New York, New York (demolished ca. 1971)
107. Highland Park Stadium, Kokomo, Indiana (demolished 1985)
108. Hilldale Park, Darby/Yeadon, Pennsylvania (demolished, n.d.)
109. Hilton Park, Wilmington, North Carolina (demolished, n.d.)
110. Island Stadium, Harrisburg, Pennsylvania (demolished 1952)
111. Lakeside Park, Decatur, Alabama (demolished, n.d.)
112. League Park II, Akron, Ohio, (demolished 1923)
113. Lebanon Memorial Park, Lebanon, Indiana (demolished, n.d.)
114. Legion Field, Decatur, Alabama (demolished n.d.)
115. Legion Field, Whiteville, NC (demolished, n.d.)
116. Leland Giants Park, Chicago, Illinois (demolished n.d.)
117. Luna Bowl, Cleveland, Ohio (demolished 1938)
118. MacArthur Stadium, Syracuse, New York (demolished 1997)
119. Mack Park, Detroit (Hamtramck), Michigan (destroyed by fire 1929)
120. Mahaffey Park, Canton, Ohio (demolished, n.d.)
121. Mark Grey Athletic Park (Mark Park, Zanesville, Ohio (demolished 1939)
122. Market Street Park, St. Louis, Missouri (demolished, n.d.)
123. Maryland Baseball Park, Baltimore, Maryland (demolished, n.d.)
124. McCormick Field, Asheville, North Carolina (completely rebuilt 1992)

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125. Meadowbrook Oval, Newark, New Jersey (demolished, n.d.)
126. Mills Stadium, Chicago, Illinois (demolished n.d.)
127. Mounds Ballfield, Mounds, Illinois (demolished, n.d.)
128. Municipal Field, Homestead, Pennsylvania (demolished, n.d.)
129. Municipal Park, Springfield, Ohio (demolished, n.d.)
130. Municipal Stadium (Muehlebach or Ruppert Stadium), Kansas City, Missouri (demolished 1976)
131. Municipal Stadium, Greenville, South Carolina (demolished, n.d.)
132. Municipal Stadium, Rocky Mount, North Carolina (demolished 1987)
133. Neil Park, Columbus, Ohio (demolished, n.d.)
134. Newark Schools Stadium, Newark, New Jersey (demolished, n.d.)
135. Normal Park, Chicago, Illinois (demolished, n.d.)
136. Northside Park, Cincinnati, Ohio (demolished, n.d.)
137. Northwestern Avenue Grounds, Indianapolis, Indiana (demolished n.d.)
138. Offermann Stadium, Buffalo, New York (demolished 1960)
139. Old Armory Field, Lumberton, North Carolina (demolished n.d.)
140. Olemar Field, Irvington, New Jersey (demolished, n.d.)
141. Olympic Field, New York, New York (demolished ca. 1947)
142. Oriole Park I, Baltimore, Maryland (demolished, n.d.)
143. Page Park, Monessen, Pennsylvania (demolished n.d.)
144. Paradoway Park, Kansas City, Missouri (demolished, n.d.)
145. Parkside Field, Chicago, Illinois (demolished, n.d.)
146. Passon Field (Philadelphia)
147. Pelican's Stadium, New Orleans, Louisiana (demolished 1957)
148. Penncoy Park, Philadelphia, Pennsylvania (demolished, n.d.)
149. Pennsylvania Railroad Park, Altoona, Pennsylvania (demolished, n.d.)
150. Piqua Park, Piqua, Illinois (demolished, n.d.)
151. Playstead at Franklin Park, Medford, Massachusetts (demolished, n.d.)
152. Point Stadium, Johnstown, Pennsylvania (demolished 2005)
153. Ponce De Leon Park, Atlanta, Georgia (demolished 1967)
154. Pyott's Park, Chicago, Illinois (demolished 1941)
155. Queens Park, New York, New York (demolished 1951)
156. Razzberry Park, Camden, New Jersey (demolished n.d.)
157. Recreation Park III, New York, New York (demolished 1938)
158. Red Wing Stadium, Rochester, New York (demolished 1999)
159. Riverside Park, Indianapolis, Indiana (demolished, n.d.)
160. Rockingham Stadium, Rockingham, North Carolina (demolished, n.d.)
161. Roosevelt Stadium, Jersey City, New Jersey (demolished 1984-85)
162. Rossmere Park, Lancaster, Pennsylvania (demolished, n.d.)
163. Ruppert Stadium, Newark, New Jersey (demolished 1967)
164. Russell Field, Warren, Pennsylvania (demolished, n.d.)
165. Russwood Park, Memphis, Tennessee (destroyed by fire 1960)
166. Sicks Stadium, Seattle, Washington (demolished 1979)
167. Smithfield Stadium, Smithfield, North Carolina (demolished, n.d.)
168. Soldier Field, Chicago, Illinois (demolished 2003)
169. South End Park, St. Louis, Missouri (demolished, n.d.)
170. Speedway Park, Indianapolis, Indiana (demolished, n.d.)
171. Spencer Field, Chicago, Illinois (demolished, n.d.)
172. Sprague Field, Bloomfield, New Jersey (demolished, n.d.)

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173. Standpipe Park, Washington, D.C. (demolished n.d.)
174. Stars Field, New Orleans, Louisiana (demolished, n.d.)
175. Sulphur Dell (I), Nashville, Tennessee (demolished 1926)
176. Sulphur Dell (II), Nashville, Tennessee (demolished 1960s)
177. Swayne Field, Toledo, Ohio (demolished 1955)
178. Triborough Stadium, New York City, New York (demolished, n.d.)
179. Turner Field, Hammond, Indiana (demolished, n.d.)
180. Vandeventer Lot II, St. Louis, Missouri (demolished n.d.)
181. Venable Stadium, Baltimore, Maryland (demolished, n.d.)
182. Walnut Park, Muncie, Indiana (demolished n.d.)
183. Washington Park, Pittsburgh, Pennsylvania (demolished n.d.)
184. West End Grounds, Harrisburg, Pennsylvania (demolished n.d.)
185. Westport Stadium, Baltimore, Maryland (demolished, n.d.)
186. Whittemore Athletic Field, Conway, South Carolina (demolished n.d.)
187. Wilmington Park, Wilmington, Delaware (demolished 1963)
188. Wivchar Stadium, Riverhead, New York (demolished n.d.)

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Previous documentation on file (NPS):

☐ Preliminary Determination of Individual Listing (36 CFR 67) has been requested.

☒ Previously Listed in the National Register.

☐ Previously Determined Eligible by the National Register.

☐ Designated a National Historic Landmark.

☐ Recorded by Historic American Buildings Survey: #

☐ Recorded by Historic American Engineering Record: #

Primary Location of Additional Data:

☒ State Historic Preservation Office

☐ Other State Agency

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- ☐ Federal Agency
☐ Local Government
☐ University
☐ Other (Specify Repository):

10. GEOGRAPHICAL DATA

Acreage of Property: 5.7 acres

UTM References: **Zone Easting Northing**

18	568900	4529820
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Verbal Boundary Description:

The Hinchliffe Stadium boundary includes the stadium building and associated field encompassed within Block B0128, Lot 2, Parcel 3, Tracts 1, 2, 3, part of Tract 4 to include the stadium restroom building, and the south corner lot on which the maintenance building stands (apparently never conveyed), as referenced on the attached 2004 Boundary Survey completed by Mercator Land Surveying, Inc. for Mega Engineering, Inc. (photo copy, not to scale). Deed reference to Board of Education of the City of Paterson, Passaic County, NJ, DB 877, Page 535.

Boundary Justification:

The Hinchliffe Stadium boundary encompasses the historic stadium building and its associated field.

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NATIONAL HISTORIC LANDMARKS PROGRAM
September 4, 2012

APPENDIX H

Paterson Great Falls National Historical Park Legislation

PUBLIC LAW 104–333—NOV. 12, 1996

110 STAT. 4093

Public Law 104–333
104th Congress

An Act

To provide for the administration of certain Presidio properties at minimal cost to the Federal taxpayer, and for other purposes.

Nov. 12, 1996

[H.R. 4236]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE AND TABLE OF CONTENTS.

This Act may be cited as the “Omnibus Parks and Public Lands Management Act of 1996”.

Omnibus Parks
and Public Lands
Management Act
of 1996.
16 USC 1 note.

Sec. 1. Short title and table of contents.

DIVISION I

TITLE I—THE PRESIDIO OF SAN FRANCISCO

- Sec. 101. Findings.
- Sec. 102. Authority and responsibility of the Secretary of the Interior.
- Sec. 103. Establishment of the Presidio Trust.
- Sec. 104. Duties and authorities of the Trust.
- Sec. 105. Limitations on funding.
- Sec. 106. General Accounting Office study.

TITLE II—BOUNDARY ADJUSTMENTS AND CONVEYANCES

- Sec. 201. Yucca House National Monument boundary adjustment.
- Sec. 202. Zion National Park boundary adjustment.
- Sec. 203. Pictured Rocks National Lakeshore boundary adjustment.
- Sec. 204. Independence National Historical Park boundary adjustment.
- Sec. 205. Craters of the Moon National Monument boundary adjustment.
- Sec. 206. Hagerman Fossil Beds National Monument boundary adjustment.
- Sec. 207. Wupatki National Monument boundary adjustment.
- Sec. 208. Walnut Canyon National Monument boundary modification.
- Sec. 209. Butte County, California land conveyance.
- Sec. 210. Taos Pueblo land transfer.
- Sec. 211. Colonial National Historical Park.
- Sec. 212. Cuprum, Idaho relief.
- Sec. 213. Relinquishment of interest.
- Sec. 214. Modoc National Forest.
- Sec. 215. Conveyance to City of Sumpter, Oregon.
- Sec. 216. Cumberland Gap National Historical Park.
- Sec. 217. Alpine School District.
- Sec. 218. Merced Irrigation District land exchange.
- Sec. 219. Father Aull site transfer.
- Sec. 220. Coastal Barrier Resources System.
- Sec. 221. Conveyance to Del Norte County Unified School District.

TITLE III—EXCHANGES

- Sec. 301. Targhee National Forest land exchange.
- Sec. 302. Anaktuvuk Pass land exchange.
- Sec. 303. Alaska Peninsula subsurface consolidation.
- Sec. 304. Snowbasin Land Exchange Act.
- Sec. 305. Arkansas and Oklahoma land exchange.
- Sec. 306. Big Thicket National Preserve.
- Sec. 307. Lost Creek land exchange.
- Sec. 308. Cleveland National Forest land exchange.

110 STAT. 4158

PUBLIC LAW 104-333—NOV. 12, 1996

16 USC 470m.

(4) By amending subsection (g) of section 205 to read as follows:

“(g) Any Federal agency may provide the Council, with or without reimbursement as may be agreed upon by the Chairman and the agency, with such funds, personnel, facilities and services under its jurisdiction and control as may be needed by the Council to carry out its duties, to the extent that such funds, personnel, facilities, and services are requested by the Council and are otherwise available for the purpose. Any funds provided to the Council pursuant to this subsection must be expended by the end of the fiscal year following the fiscal year in which the funds are received by the Council. To the extent of available appropriations, the Council may obtain by purchase, rental, donation, or otherwise, such additional property facilities, and services as may be needed to carry out its duties and may also receive donations of moneys for such purpose, and the Executive Director is authorized, in his discretion, to accept, hold, use, expend, and administer the same for the purposes of this Act.”.

16 USC 461 note.

SEC. 510. GREAT FALLS HISTORIC DISTRICT, NEW JERSEY.

(a) PURPOSES.—The purposes of this section are—

(1) to preserve and interpret, for the educational and inspirational benefit of the public, the contribution of our national heritage of certain historic and cultural lands and edifices of the Great Falls Historic District, with emphasis on harnessing this unique urban environment for its educational and recreational value; and

(2) to enhance economic and cultural redevelopment within the District.

(b) DEFINITIONS.—In this section:

(1) DISTRICT.—The term “District” means the Great Falls Historic District established by subsection (c).

(2) SECRETARY.—The term “Secretary” means the Secretary of the Interior.

(3) HISTORIC INFRASTRUCTURE.—The term “historic infrastructure” means the District’s historic raceway system, all four stories of the original Colt Gun Mill, including belltower, and any other structure that the Secretary determines to be eligible for the National Register of Historic Places.

(c) GREAT FALLS HISTORIC DISTRICT.—

(1) ESTABLISHMENT.—There is established the Great Falls Historic District in the city of Paterson, in Passaic County, New Jersey.

(2) BOUNDARIES.—The boundaries of the District shall be the boundaries specified by the Great Falls Historic District listed on the National Register of Historic Places.

(d) DEVELOPMENT PLAN.—The Secretary may make grants and enter into cooperative agreements with the State of New Jersey, local governments, and private nonprofit entities under which the Secretary agrees to pay not more than 50 percent of the costs of—

(1) preparation of a plan for the development of historic, architectural, natural, cultural, and interpretive resources within the District;

(2) implementation of projects approved by the Secretary under the development plan; and

(3) a market analysis assessing the economic development potential of the District and recommending steps to be taken to encourage economic development and revitalization in a manner consistent with the District's historic character.

(e) RESTORATION, PRESERVATION, AND INTERPRETATION OF PROPERTIES.—

(1) COOPERATIVE AGREEMENTS.—The Secretary may enter into cooperative agreements with the State of New Jersey, local governments and nonprofit entities owning property within the District under which the Secretary may—

(A) pay not more than 50 percent of the cost of restoring, repairing, rehabilitating, and improving historic infrastructure within the District;

(B) provide technical assistance with respect to the preservation and interpretation of properties within the District; and

(C) mark and provide interpretation of properties within the District.

(2) PROVISIONS.—A cooperative agreement under paragraph (1) shall provide that—

(A) the Secretary shall have the right of access at reasonable times to public portions of the property for interpretive and other purposes;

(B) no change or alteration may be made in the property except with the agreement of the property owner, the Secretary, and any Federal agency that may have regulatory jurisdiction over the property; and

(C) any construction grant made under this section shall be subject to an agreement that provides that conversion, use, or disposal of the project so assisted for purposes contrary to the purposes of this section shall result in a right of the United States to compensation from the beneficiary of the grant, and that provides for a schedule for such compensation based on the level of Federal investment and the anticipated useful life of the project.

(3) APPLICATIONS.—

(A) IN GENERAL.—A property owner that desires to enter into a cooperative agreement under paragraph (1) shall submit to the Secretary an application describing how the project proposed to be funded will further the purposes of the District.

(B) CONSIDERATION.—In making such funds available under this subsection, the Secretary shall give consideration to projects that provide a greater leverage of Federal funds.

(f) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated from the Historic Preservation Fund authorized under the National Historic Preservation Act to the Secretary to carry out this section—

(1) \$250,000 for grants and cooperative agreements for the development plan under subsection (d); and

(2) \$50,000 for the provision of technical assistance and \$3,000,000 for the provision of other assistance under cooperative agreements under subsection (e).

SEC. 511. NEW BEDFORD NATIONAL HISTORIC LANDMARK DISTRICT. 16 USC 410ddd.

(a) FINDINGS AND PURPOSES.—

the land exchange or construction of the road (including a challenge to the NEPA process, decisions, or any required permit process required to complete construction of the road), the 7-year deadline or the five-year extension period, as appropriate, shall be extended for a time period equivalent to the time consumed by the full adjudication of the legal challenge or related administrative process.

(2) INJUNCTION.—After a construction permit has been issued, if a court issues an injunction against construction of the road, the 7-year deadline or 5-year extension, as appropriate, shall be extended for a time period equivalent to time period that the injunction is in effect.

(d) APPLICABILITY OF SECTION 6405.—Upon the expiration of the legislative authority under this section, if a road has not been constructed, the land exchange shall be null and void and the land ownership shall revert to the respective ownership status prior to the land exchange as provided in section 6405.

TITLE VII—NATIONAL PARK SERVICE AUTHORIZATIONS

Subtitle A—Additions to the National Park System

SEC. 7001. PATERSON GREAT FALLS NATIONAL HISTORICAL PARK, NEW JERSEY. 16 USC 410*lll*.

(a) DEFINITIONS.—In this section:

(1) CITY.—The term “City” means the City of Paterson, New Jersey.

(2) COMMISSION.—The term “Commission” means the Paterson Great Falls National Historical Park Advisory Commission established by subsection (e)(1).

(3) HISTORIC DISTRICT.—The term “Historic District” means the Great Falls Historic District in the State.

(4) MANAGEMENT PLAN.—The term “management plan” means the management plan for the Park developed under subsection (d).

(5) MAP.—The term “Map” means the map entitled “Paterson Great Falls National Historical Park—Proposed Boundary”, numbered T03/80,001, and dated May 2008.

(6) PARK.—The term “Park” means the Paterson Great Falls National Historical Park established by subsection (b)(1)(A).

(7) SECRETARY.—The term “Secretary” means the Secretary of the Interior.

(8) STATE.—The term “State” means the State of New Jersey.

(b) PATERSON GREAT FALLS NATIONAL HISTORICAL PARK.—

(1) ESTABLISHMENT.—

(A) IN GENERAL.—Subject to subparagraph (B), there is established in the State a unit of the National Park System to be known as the “Paterson Great Falls National Historical Park”.

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PUBLIC LAW 111–11—MAR. 30, 2009

(B) CONDITIONS FOR ESTABLISHMENT.—The Park shall not be established until the date on which the Secretary determines that—

Contract.

(i)(I) the Secretary has acquired sufficient land or an interest in land within the boundary of the Park to constitute a manageable unit; or

(II) the State or City, as appropriate, has entered into a written agreement with the Secretary to donate—

(aa) the Great Falls State Park, including facilities for Park administration and visitor services; or

(bb) any portion of the Great Falls State Park agreed to between the Secretary and the State or City; and

(ii) the Secretary has entered into a written agreement with the State, City, or other public entity, as appropriate, providing that—

(I) land owned by the State, City, or other public entity within the Historic District will be managed consistent with this section; and

(II) future uses of land within the Historic District will be compatible with the designation of the Park.

(2) PURPOSE.—The purpose of the Park is to preserve and interpret for the benefit of present and future generations certain historical, cultural, and natural resources associated with the Historic District.

(3) BOUNDARIES.—The Park shall include the following sites, as generally depicted on the Map:

(A) The upper, middle, and lower raceways.

(B) Mary Ellen Kramer (Great Falls) Park and adjacent land owned by the City.

(C) A portion of Upper Raceway Park, including the Ivanhoe Wheelhouse and the Society for Establishing Useful Manufactures Gatehouse.

(D) Overlook Park and adjacent land, including the Society for Establishing Useful Manufactures Hydroelectric Plant and Administration Building.

(E) The Allied Textile Printing site, including the Colt Gun Mill ruins, Mallory Mill ruins, Waverly Mill ruins, and Todd Mill ruins.

(F) The Rogers Locomotive Company Erecting Shop, including the Paterson Museum.

(G) The Great Falls Visitor Center.

(4) AVAILABILITY OF MAP.—The Map shall be on file and available for public inspection in the appropriate offices of the National Park Service.

Deadline.
Federal Register,
publication.

(5) PUBLICATION OF NOTICE.—Not later than 60 days after the date on which the conditions in clauses (i) and (ii) of paragraph (1)(B) are satisfied, the Secretary shall publish in the Federal Register notice of the establishment of the Park, including an official boundary map for the Park.

(c) ADMINISTRATION.—

(1) IN GENERAL.—The Secretary shall administer the Park in accordance with—

(A) this section; and

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(B) the laws generally applicable to units of the National Park System, including—

(i) the National Park Service Organic Act (16 U.S.C. 1 et seq.); and

(ii) the Act of August 21, 1935 (16 U.S.C. 461 et seq.).

(2) STATE AND LOCAL JURISDICTION.—Nothing in this section enlarges, diminishes, or modifies any authority of the State, or any political subdivision of the State (including the City)—

(A) to exercise civil and criminal jurisdiction; or

(B) to carry out State laws (including regulations) and rules on non-Federal land located within the boundary of the Park.

(3) COOPERATIVE AGREEMENTS.—

(A) IN GENERAL.—As the Secretary determines to be appropriate to carry out this section, the Secretary may enter into cooperative agreements with the owner of the Great Falls Visitor Center or any nationally significant properties within the boundary of the Park under which the Secretary may identify, interpret, restore, and provide technical assistance for the preservation of the properties.

(B) RIGHT OF ACCESS.—A cooperative agreement entered into under subparagraph (A) shall provide that the Secretary, acting through the Director of the National Park Service, shall have the right of access at all reasonable times to all public portions of the property covered by the agreement for the purposes of—

(i) conducting visitors through the properties; and

(ii) interpreting the properties for the public.

(C) CHANGES OR ALTERATIONS.—No changes or alterations shall be made to any properties covered by a cooperative agreement entered into under subparagraph (A) unless the Secretary and the other party to the agreement agree to the changes or alterations.

(D) CONVERSION, USE, OR DISPOSAL.—Any payment made by the Secretary under this paragraph shall be subject to an agreement that the conversion, use, or disposal of a project for purposes contrary to the purposes of this section, as determined by the Secretary, shall entitle the United States to reimbursement in amount equal to the greater of—

(i) the amounts made available to the project by the United States; or

(ii) the portion of the increased value of the project attributable to the amounts made available under this paragraph, as determined at the time of the conversion, use, or disposal.

(E) MATCHING FUNDS.—

(i) IN GENERAL.—As a condition of the receipt of funds under this paragraph, the Secretary shall require that any Federal funds made available under a cooperative agreement shall be matched on a 1-to-1 basis by non-Federal funds.

(ii) FORM.—With the approval of the Secretary, the non-Federal share required under clause (i) may

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be in the form of donated property, goods, or services from a non-Federal source.

(4) ACQUISITION OF LAND.—

(A) IN GENERAL.—The Secretary may acquire land or interests in land within the boundary of the Park by donation, purchase from a willing seller with donated or appropriated funds, or exchange.

(B) DONATION OF STATE OWNED LAND.—Land or interests in land owned by the State or any political subdivision of the State may only be acquired by donation.

(5) TECHNICAL ASSISTANCE AND PUBLIC INTERPRETATION.—The Secretary may provide technical assistance and public interpretation of related historic and cultural resources within the boundary of the Historic District.

(d) MANAGEMENT PLAN.—

Deadline.

(1) IN GENERAL.—Not later than 3 fiscal years after the date on which funds are made available to carry out this subsection, the Secretary, in consultation with the Commission, shall complete a management plan for the Park in accordance with—

(A) section 12(b) of Public Law 91–383 (commonly known as the “National Park Service General Authorities Act”) (16 U.S.C. 1a–7(b)); and

(B) other applicable laws.

(2) COST SHARE.—The management plan shall include provisions that identify costs to be shared by the Federal Government, the State, and the City, and other public or private entities or individuals for necessary capital improvements to, and maintenance and operations of, the Park.

(3) SUBMISSION TO CONGRESS.—On completion of the management plan, the Secretary shall submit the management plan to—

(A) the Committee on Energy and Natural Resources of the Senate; and

(B) the Committee on Natural Resources of the House of Representatives.

(e) PATERSON GREAT FALLS NATIONAL HISTORICAL PARK ADVISORY COMMISSION.—

(1) ESTABLISHMENT.—There is established a commission to be known as the “Paterson Great Falls National Historical Park Advisory Commission”.

(2) DUTIES.—The duties of the Commission shall be to advise the Secretary in the development and implementation of the management plan.

(3) MEMBERSHIP.—

(A) COMPOSITION.—The Commission shall be composed of 9 members, to be appointed by the Secretary, of whom—

(i) 4 members shall be appointed after consideration of recommendations submitted by the Governor of the State;

(ii) 2 members shall be appointed after consideration of recommendations submitted by the City Council of Paterson, New Jersey;

(iii) 1 member shall be appointed after consideration of recommendations submitted by the Board of Chosen Freeholders of Passaic County, New Jersey; and

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- (iv) 2 members shall have experience with national parks and historic preservation.
- (B) INITIAL APPOINTMENTS.—The Secretary shall appoint the initial members of the Commission not later than the earlier of—
- Deadline.
- (i) the date that is 30 days after the date on which the Secretary has received all of the recommendations for appointments under subparagraph (A); or
- (ii) the date that is 30 days after the Park is established in accordance with subsection (b).
- (4) TERM; VACANCIES.—
- (A) TERM.—
- (i) IN GENERAL.—A member shall be appointed for a term of 3 years.
- (ii) REAPPOINTMENT.—A member may be reappointed for not more than 1 additional term.
- (B) VACANCIES.—A vacancy on the Commission shall be filled in the same manner as the original appointment was made.
- (5) MEETINGS.—The Commission shall meet at the call of—
- (A) the Chairperson; or
- (B) a majority of the members of the Commission.
- (6) QUORUM.—A majority of the Commission shall constitute a quorum.
- (7) CHAIRPERSON AND VICE CHAIRPERSON.—
- (A) IN GENERAL.—The Commission shall select a Chairperson and Vice Chairperson from among the members of the Commission.
- (B) VICE CHAIRPERSON.—The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson.
- (C) TERM.—A member may serve as Chairperson or Vice Chairman for not more than 1 year in each office.
- (8) COMMISSION PERSONNEL MATTERS.—
- (A) COMPENSATION OF MEMBERS.—
- (i) IN GENERAL.—Members of the Commission shall serve without compensation.
- (ii) TRAVEL EXPENSES.—Members of the Commission shall be allowed travel expenses, including per diem in lieu of subsistence, at rates authorized for an employee of an agency under subchapter I of chapter 57 of title 5, United States Code, while away from the home or regular place of business of the member in the performance of the duties of the Commission.
- (B) STAFF.—
- (i) IN GENERAL.—The Secretary shall provide the Commission with any staff members and technical assistance that the Secretary, after consultation with the Commission, determines to be appropriate to enable the Commission to carry out the duties of the Commission.
- (ii) DETAIL OF EMPLOYEES.—The Secretary may accept the services of personnel detailed from—
- (I) the State;
- (II) any political subdivision of the State; or

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(III) any entity represented on the Commission.

(9) FACA NONAPPLICABILITY.—Section 14(b) of the Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the Commission.

(10) TERMINATION.—The Commission shall terminate 10 years after the date of enactment of this Act.

(f) STUDY OF HINCHLIFFE STADIUM.—

Deadline.

(1) IN GENERAL.—Not later than 3 fiscal years after the date on which funds are made available to carry out this section, the Secretary shall complete a study regarding the preservation and interpretation of Hinchliffe Stadium, which is listed on the National Register of Historic Places.

(2) INCLUSIONS.—The study shall include an assessment of—

(A) the potential for listing the stadium as a National Historic Landmark; and

(B) options for maintaining the historic integrity of Hinchliffe Stadium.

(g) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as are necessary to carry out this section.

Arkansas.
16 USC 461 note.

SEC. 7002. WILLIAM JEFFERSON CLINTON BIRTHPLACE HOME NATIONAL HISTORIC SITE.

(a) ACQUISITION OF PROPERTY; ESTABLISHMENT OF HISTORIC SITE.—Should the Secretary of the Interior acquire, by donation only from the Clinton Birthplace Foundation, Inc., fee simple, unencumbered title to the William Jefferson Clinton Birthplace Home site located at 117 South Hervey Street, Hope, Arkansas, 71801, and to any personal property related to that site, the Secretary shall designate the William Jefferson Clinton Birthplace Home site as a National Historic Site and unit of the National Park System, to be known as the “President William Jefferson Clinton Birthplace Home National Historic Site”.

(b) APPLICABILITY OF OTHER LAWS.—The Secretary shall administer the President William Jefferson Clinton Birthplace Home National Historic Site in accordance with the laws generally applicable to national historic sites, including the Act entitled “An Act to establish a National Park Service, and for other purposes”, approved August 25, 1916 (16 U.S.C. 1–4), and the Act entitled “An Act to provide for the preservation of historic American sites, buildings, objects and antiquities of national significance, and for other purposes”, approved August 21, 1935 (16 U.S.C. 461 et seq.).

Michigan.
16 USC 430vv.

SEC. 7003. RIVER RAISIN NATIONAL BATTLEFIELD PARK.

(a) ESTABLISHMENT.—

(1) IN GENERAL.—If Monroe County or Wayne County, Michigan, or other willing landowners in either County offer to donate to the United States land relating to the Battles of the River Raisin on January 18 and 22, 1813, or the aftermath of the battles, the Secretary of the Interior (referred to in this section as the “Secretary”) shall accept the donated land.

(2) DESIGNATION OF PARK.—On the acquisition of land under paragraph (1) that is of sufficient acreage to permit efficient administration, the Secretary shall designate the acquired land as a unit of the National Park System, to be



IIB

113TH CONGRESS
2D SESSION

H. R. 2430

IN THE SENATE OF THE UNITED STATES

JULY 23, 2014

Received; read twice and referred to the Committee on Energy and Natural
Resources

AN ACT

To adjust the boundaries of Paterson Great Falls National
Historical Park to include Hinchliffe Stadium, and for
other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Hinchliffe Stadium
3 Heritage Act”.

4 **SEC. 2. PATERSON GREAT FALLS NATIONAL HISTORICAL**
5 **PARK BOUNDARY ADJUSTMENT.**

6 Section 7001 of the Omnibus Public Land Manage-
7 ment Act of 2009 (16 U.S.C. 410lll) is amended as fol-
8 lows:

9 (1) In subsection (b)(3)—

10 (A) by striking “The Park shall” and in-
11 serting “(A) The Park shall”;

12 (B) by redesignating subparagraphs (A)
13 through (G) as clauses (i) through (vii), respec-
14 tively; and

15 (C) by adding at the end the following:

16 “(B) In addition to the lands described in sub-
17 paragraph (A), the Park shall include the approxi-
18 mately 6 acres of land containing Hinchliffe Sta-
19 dium and generally depicted as the ‘Boundary Modi-
20 fication Area’ on the map entitled ‘Paterson Great
21 Falls National Historical Park, Proposed Boundary
22 Modification’, numbered T03/120,155, and dated
23 April 2014, which shall be administered as part of
24 the Park in accordance with subsection (c)(1) and
25 section 3 of the Hinchliffe Stadium Heritage Act.”.

1 (2) In subsection (b)(4), by striking “The Map”
2 and inserting “The Map and the map referred to in
3 paragraph (3)(B)”.

4 (3) In subsection (c)(4)—

5 (A) in subparagraph (A), by striking “The
6 Secretary” and inserting “Except as provided
7 in subparagraphs (B) and (C), the Secretary”;
8 and

9 (B) by inserting after subparagraph (B)
10 the following:

11 “(C) HINCHLIFFE STADIUM.—The Sec-
12 retary may not acquire fee title to Hinchliffe
13 Stadium, but may acquire a preservation ease-
14 ment in Hinchliffe Stadium if the Secretary de-
15 termines that doing so will facilitate resource
16 protection of the stadium.”.

17 **SEC. 3. ADDITIONAL CONSIDERATIONS FOR HINCHLIFFE**
18 **STADIUM.**

19 In administering the approximately 6 acres of land
20 containing Hinchliffe Stadium and generally depicted as
21 the “Boundary Modification Area” on the map entitled
22 “Paterson Great Falls National Historical Park, Proposed
23 Boundary Modification”, numbered T03/120,155, and
24 dated April 2014, the Secretary of the Interior—

(1) may not include non-Federal property with-
in the approximately 6 acres of land as part of
Paterson Great Falls National Historical Park with-
out the written consent of the owner;

(2) may not acquire by condemnation any land or interests in land within the approximately 6 acres of land; and

(3) shall not construe this Act or the amendments made by this Act to create buffer zones outside the boundaries of the Paterson Great Falls National Historical Park. That activities or uses can be seen, heard or detected from areas within the approximately 6 acres of land added to the Paterson Great Falls National Historical Park by this Act shall not preclude, limit, control, regulate or determine the conduct or management of activities or uses outside of the Paterson Great Falls National Historical Park.

Passed the House of Representatives July 22, 2014.

Attest: KAREN L. HAAS,
Clerk.

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Many of the primary sources cited in this report and the above-mentioned studies are now available online at the Library of Congress (digitized Alexander Hamilton Papers), National Archives, *Founders Online* (digitized transcriptions), and in Arthur Harrison Cole, ed., *Industrial and Commercial Correspondence of Alexander Hamilton, Anticipating his Report on Manufactures*. S.U.M. records and collections are housed in the Paterson Museum and Passaic County Historical Society.

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