

SCHOOL STREET-MONROE STREET NEIGHBORHOOD
Bounded on the north by Quincy and Monroe
streets, on the south by Jefferson Street,
on the west by Hope Avenue, and on the east
by Parker Avenue and the site of Canal Street
Passaic
Passaic County
New Jersey

HABS No. NJ-1235

HABS
NJ
16-PASA
8-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
Northeast Region
Philadelphia Support Office
U.S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

HABS
NJ
16-PASA
8-

HISTORIC AMERICAN BUILDINGS SURVEY

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS NO. NJ-1235

Location Bounded by on the north by Quincy and Monroe streets, on the south by Jefferson Street, on the west by Hope Avenue, and on the east by Parker Avenue and the site of Canal Street. Passaic, Passaic County, New Jersey.

USGS Weehawken Quadrangle
UTM Coordinates 18.573900.4524180; 18.574060.4524260; 18.574240.4524260;
18.574280.4523960; 18.574080.4523860

Present Owner Numerous owners of multiple resources (owners of the School Street Apartments and St. Joseph's Polish Church and School listed below)

Present Occupant Numerous occupants of multiple resources

Present Use Neighborhood, with resources with the following uses: single dwelling, multiple dwelling, business, church, church school, church-related residence, warehouse

Significance The School Street-Monroe Street Neighborhood is centered on the School Street Apartments and St. Joseph's Polish Church and School. The School Street Apartments are a group of eleven matching brick apartment houses built c.1912 on a block created expressly for their development. They represent a unique large-scale plan to meet the housing needs of a wave of immigrant workers who arrived in Passaic between 1890 and 1920, seeking jobs in local textile plants, and have been determined eligible for National Register listing. St. Joseph's Polish Church is a brick Roman Catholic church built in 1901 in a Baroque Classical style. The associated school is a three-story brick building built to the east of the church in 1910. St. Joseph's was the first parish organized in Passaic for the city's Polish-speaking immigrant population, which compromised one of the largest segments of the workforce at the city's textile mills. The church and school are associated with the history of Passaic's textile industry and Polish community and have been determined eligible for National Register listing. The neighborhood surrounding the Apartments, Church, and School has been inventoried and determined to contain no other individual resources or any groups of resources that are eligible for National Register listing. However, containing a factory complex and commercial and residential buildings dating from the late nineteenth and early twentieth century, the surrounding neighborhood is the context out of which the Register-eligible resources arose.

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS No. NJ-1235

(Page 2)

I. HISTORY

The settlement of the School Street-Monroe Street Neighborhood (Neighborhood), although not any of its standing resources, dates back to the earliest European occupation of the city of Passaic and its vicinity. One of Passaic's first settlers was Hartman Michielse or Michielsen, who in 1678 purchased Dundee Island in the Passaic River, about one-quarter mile east of the Neighborhood. With his brothers and others between 1679 and 1684, he secured the vast Acquackanonk Patent, which encompassed many hundreds of acres in what was to become Passaic, Clifton, and part of Paterson. In 1696 Michielse obtained the Point Patent. The Point and Acquackanonk patents included all of the lands within the Neighborhood; the dividing line between the two was present Monroe Street. Michielse's relations, who adopted the surname "Vreeland," subsequently established a homestead and mills within the Neighborhood (Scott 1922:32-33; 45, 56).

About 1740 Joris Enoch Vreeland built a house at the intersection of present Lydia and Monroe streets. It was subsequently occupied by his son Enoch Joris Vreeland, who reportedly had erected saw and gristmills a block to the west at the present intersection of Louisa and Monroe streets (Rutsch 1988:120; Scott 1922:280).

Between about 1805 and 1810, Jacob E. Vreeland, Enoch Joris' son, dammed Wesel or Weasel Brook northeast of the present junction of Monroe and George streets, creating Vreeland (or Acquackanonk) Pond or Lake (Scott 1922:135; Rutsch 1988:115-16). The pond was located just beyond the northeastern edge of the Neighborhood. (It was largely drained by the Botany Worsted Mills early in the century, which established filter basins and wool storage facilities on much of its former bed. Since 1955 the portions of the lake site immediately north of the Neighborhood have been occupied by Beth Israel Hospital.) Jacob E. Vreeland also erected a gristmill powered by an overshot oak wheel at the present intersection of George and Monroe streets. In 1820 he conveyed part of his holdings to his son, Enoch Jacob Vreeland, who enlarged the pond, perhaps rebuilt the dam, and operated the mill. In 1832 Enoch conveyed the mill and pond back to his father, who immediately reconveyed it to another son, John J.E. Vreeland (Scott 1922:249-253, 280; Rutsch 1988:115-16).

John J.E. Vreeland operated the gristmill mill until 1845, when the dam was washed away and the mill heavily damaged and put out of operation. He subsequently erected a new dam to the south, toward present Madison Street, and a new mill near the present site of the Pantasote Leather Company complex in the Neighborhood. Part of the old grist mill, including the overshot wheel, was used in the new building, which reportedly measured about 30' x 70'. The mill was powered by water from Vreeland Pond, which reached it via a trunk trench. John leased the mill to Fenton and Riley, bleachers and printers of cotton and linen goods. They were succeeded by a Mr. Goutard, the Baldwin brothers, and John Watson, all of whom operated bleacheries. Watson's bleachery, which reportedly could not successfully operate after 1870 because of contamination of Weasel Brook, was in turn taken over in the late nineteenth century by the Pantasote Leather Company (Scott 1922:135, 252-53).

Enoch and John lived in the house built by Joris Enoch Vreeland. In 1859, when John moved to a new house, it became the home of the family of early Passaic historian William W. Scott (Scott 1922:250-51, 280; Rutsch 1988:120-21). According to Scott (1922:250-51), the house backed up against Monroe Street and faced Weasel Brook. Its single-pile, two-story, main block was about 45 feet long and 20 feet wide

SCHOOL STREET-MONROE STREET NEIGHBORHOOD
HABS No. NJ-1235
(Page 3)

and erected of stone. It was raised over a cellar and flanked by a two-story kitchen wing containing a single downstairs room with a large fireplace. To the house's rear, along Monroe Street, were fields and barns. To one side, towards the pond, was an apple orchard; to the other was a large field. A garden stood to the front.

The house was demolished between 1861 (Hopkins) and 1877 (Hyde). Its immediate vicinity was not developed until the early twentieth century, when a small commercial district with buildings holding a variety of functions, including a tin shop, an apartment building, and an auto body shop, were erected (Sanborn Map Company 1910 and 1935). The buildings that were located near the house site between George and Lydia streets on the south side of Monroe Street were torn down after 1962 for the construction of Route 21. Those on the south side of Monroe between Lydia and Louisa streets are still standing.

The gristmill erected by Jacob Vreeland was also demolished between 1861 (Hopkins) and 1877 (Hyde). Commercial structures built at or near its site in the early twentieth century (Sanborn Map Company 1910 and 1935) were torn down after 1962 for the construction of Route 21 (Rutsch 1988:115-119).

At mid-century the Neighborhood was virtually undeveloped. Monroe Street and the Vreeland farm, and the path of Madison Street and the bleachery site, to which Madison led, appear on the Batchelder map of 1854 and the Hopkins map of 1861. A narrative description of Passaic in 1859 suggests that the remainder of the Neighborhood was open land (Scott 1922:280-81). Following John J.E. Vreeland's death in the late 1860s, his estate was divided between his heirs and, in the mid 1880s, sold (Passaic County Deed Book I-7, Page 257 (1883)). The land upon which the School Street Apartments, St. Joseph's Polish Catholic Church and School, and the rest of the Neighborhood is located was part of this estate (Anonymous 1884).

Just beyond the eastern edge of the Neighborhood during the latter half of the nineteenth century, a canal and two rail lines were constructed that spurred industrial development in Passaic. The Dundee Canal was created along the Passaic River in Clifton and Passaic to provide water power and navigation. The 1985-1986 Historic American Engineering Record (HAER) documentation of the Dundee Canal Headgates, Guardlock, and Uppermost Section (HAER No. NJ-45) summarizes the history and significance of the canal as follows:

The Dundee Manufacturing Company built the present Dundee Dam and the 1.8 mile Dundee Canal between 1858 and 1861, culminating at least three decades of attempts made to harness Passaic River water power at the dam site, and over six decades of planning for navigation between the Great Falls at Paterson and tidewater at Passaic. . . . Although designed for an unusual combination of navigation and power, the canal and its builders proved incapable of sustaining the former of its two principal chartered roles, and after two corporate reorganizations, the company emerged in 1872 as the Dundee Water Power and Land Company. As a seller of water rights for power and processing, the new company and its facilities were pivotal in the transformation of the small tidewater junction of Acquackanonk into industrial Passaic, a national center of integrated woolen production whose growth yielded the company more income from real estate sales until the late 19th century.

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS No. NJ-1235

(Page 4)

The Passaic and New York, or New York, Susquehanna and Western Railroad (later part of the Erie system) was established in 1886. Its route through the Neighborhood paralleled the eastern bank of the canal. The earlier Paterson and Hudson River or New York, Lake Erie and Western Railroad (which was also subsequently absorbed by the Erie) extended a line along the western edge of the canal through the Neighborhood between 1877 (Hyde) and 1886 (Sanborn Map Company). These lines, along with the dependable water supply of the Dundee Canal, brought industries such as Botany Worsted Mills, which opened northeast of the Neighborhood in 1890, to the city, playing a major role in Passaic's intense late-nineteenth- and early-twentieth-century development (Scott 1922:258-61).

A WPA-assisted project, which was interrupted by World War II, covered much of the canal south of Monroe Street just east of the Neighborhood, diverting its water through underground conduits (*Passaic Herald News* 1949a and 1949b). West of First Street at the edge of the Neighborhood, the canal is now a paved parking area. The railroad tracks have also been taken up.

In 1871 the Acquackanonk Water Company decided to use Vreeland Pond and Weasel Brook as its water source. It replaced the old Vreeland wooden dam with a stone one, apparently expanded the size of the pond, and erected a power house opposite the dam on the south side of Monroe Street between the canal and present George Street. The pump house was a 30' x 60' brick structure that pumped water to a reservoir on higher ground to the west beyond the Neighborhood and sent the water exhausted from its turbines into Weasel Brook, which functioned as a tail race for the remainder of its course through the Neighborhood (Rutsch 1988:123-28). By 1899 (Sanborn Map Company) the pump house had been mothballed. Between 1899 and 1935 (Sanborn Map Company) the Company and its successor, the Passaic Valley Water Commission, added to the pump house and erected other buildings on the property. All of these structures were demolished after 1962 to make way for Route 21 (Rutsch 1988:127-28). A one-story concrete block building on the south side of Monroe Street, just east of the site of the water company building, was erected in 1971 (Sanborn Map Company 1987).

Aided by the canal and railroad, Passaic's growth in the late nineteenth and early twentieth century was almost dizzying. Its population of about 6,500 in 1880 doubled in each of the following three decades. In 1920 it was almost 64,000. Although it may have climbed during the decade, it had dropped below 63,000 by 1930 and has remained under that figure ever since (Scott 1922:496; Gonski 1981:13). This growth is reflected in the School Street-Monroe Street Neighborhood, which was rapidly developed at the close of the nineteenth century and opening of the twentieth.

Lindsey's 1873 map of the holdings of the Dundee Water Power and Land Company pictures lots platted in the Neighborhood only on Monroe Street and Montgomery Street, a predecessor of Quincy Street. Development was not immediate. The first Sanborn Map Company maps of Passaic, of 1884, include no large-scale map of the Neighborhood. The Sanborn cover map sheet of the city shows the Neighborhood bounded by the same streets as at present. Madison Street, however, is not pictured extending into the neighborhood and George, Lydia, Louisa, and School streets had yet to be laid out or built. The only street passing through the Neighborhood's center is Monroe. Only a handful of frame dwellings stood on the blocks surrounding the Neighborhood and within its boundaries the only building noted was the brick Passaic Bleachery--one of the successors to the Fenton and Riley bleachery--which stood on the future site of the Pantasote Leather Company factory. The 1886 Sanborn maps are unchanged, but for the extension of a railroad spur line to the bleachery.

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS No. NJ-1235

(Page 5)

Between the drawing of the 1889 and 1894 Sanborn maps, Madison Street was formally brought through the neighborhood and George, Lydia, and Louisa streets were laid out. The Neighborhood was still not sufficiently built-up to merit a separate map. An industrial floor plan, however, indicates that in the five years between the maps the Pantasote Leather Company had taken over the property of the Passaic Bleachery, changing its function but not the footprint of its building. By 1893 the Cooley Land Company was marketing lots on Monroe, Quincy, Jackson, Hope, and Parker streets, within and beyond the northern edge of the Neighborhood (Roth 1980:9). The marketability of these lots was probably increased the following year when an electric trolley line built by the Passaic, Rutherford and Carlstadt Electric Railway included Monroe Street on its path through Passaic (Scott 1922:427).

By 1903, when the Sanborn Company first provided some detailed mapping of the Neighborhood, houses had sprung up along its edges, on the south side of Quincy Street and the north side of Monroe, and on the east side of Hope Avenue. The dwellings on Quincy and Hope were primarily single-family, two-story, frame, gable-front structures, some enlivened with the projecting Queen Anne-style bays so popular in the city around the turn of the century. Many of these, particularly along Quincy Street, still stand. Reflecting its use as a principal thoroughfare, Monroe Street contained paired brick tenement houses, two of which yet stand (Roth 1980:21, 39-40). George, Lydia, and Louisa streets still existed only on paper and were undeveloped, and the Pantasote complex embraced much of the land between Madison and Jefferson streets. By 1910 this complex, which produced artificial leather, had doubled in size, although it appears to have retained parts of its original bleachery buildings at its core (Sanborn Map Company 1910; Scott 1922:490).

The Pantasote Leather Company was incorporated in 1891. The company produced artificial leather and gums used to waterproof, insulate, and otherwise coat textiles. Its materials were heavily used at the turn of the century in carriages and railroad cars, for seats and curtains. In 1899 the mill was centered on a 300-foot-long, three-story brick building, much of which appears to remain intact within the center of the current complex (Pape and Scott 1899:296). Pantasote reportedly had 53 employees in 1901 and 65 in 1905 (Gonski 1981:9-10). The factory is no longer in operation and now partially houses a wholesaler of Mexican food products.

Beginning in the last quarter of the nineteenth century, immigrants began to arrive in Passaic in large numbers from central and eastern Europe and by the early twentieth century the city's mills and small enterprises were largely operated by Germans, Austrians, Hungarians, Lithuanians, Poles, Czechs, Slovaks, Russians, other Slavs, and Jews, who made Passaic one of the most ethnically diverse cities in the country (Scott 1922:494-96). This ethnic diversity was reflected at a number of the Neighborhood's buildings.

The turn of the century saw the introduction of the Neighborhood's most significant community resource, St. Joseph's Polish Church, which, along with its adjacent school, has been declared eligible for listing in the National Register. In 1892 a parish was organized to serve the area's Polish immigrants and a small frame house of worship erected near the site of the present church. This building, in altered form, now stands on the south side of Quincy Street, west of Parker Avenue. In 1910 it was replaced by the present church school and subsequently converted into a clubhouse (Milner 1992:51; Anonymous 1916; Scott 1922:551-52).

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS No. NJ-1235

(Page 6)

In 1901, following the designs of an unidentified Paterson architect, the present St. Joseph's Polish Church and its rectory were erected on the west side of Parker Street between Quincy and Monroe streets. In 1910 a two-story school building was erected to the west of the church on Monroe Street. A third story was added to the school between 1915 and 1921 (Milner 1992:51; Scott 1922:551-52). The church and school were erected to serve the many Poles who had emigrated to Passaic in the late nineteenth century to work in the local textile mills and who continued to arrive in the area in the twentieth. (Polish is still spoken by many Passaic and Clifton residents in the neighborhoods to the north of the church). In their National Register assessment of St. Joseph's Polish Church and School, John Milner Associates (1987:52) summarized the significance of the two resources as follows:

Saint Joseph's was the first parish organized in Passaic for an important part of the population, the Polish-speaking immigrants. Since 1890 they comprised one of the largest segments of the workforce in the newly established mills, such as Botany Worsted, Andrew McLean, Dundee Textile Mills, and others. In the mosaic of nationalities which has made up Passaic since that time, the native-language church communities have played a major role in meeting not only the religious needs, but also the social and educational needs of their congregations. Saint Joseph's Polish Church and School may be associated with the history of the American textile industry and the American-Polish community in this area and are therefore recommended eligible for the National Register.

The ethnic diversity of the Neighborhood is further suggested by the construction of a synagogue by the Hebrew Lebowitch Friendship Association or Congregation Friendship of Libavich between the congregation's c.1895 founding (Scott 1922:362) and the making of the 1910 Sanborn map. The frame building stood on the east side of Hope Avenue within the Neighborhood, three blocks south of the corner of Madison Street. The 1935 Sanborn map identified another synagogue, unnamed, around the corner on the north side of Madison, two buildings east of Hope Avenue. The site of this synagogue was occupied by a kosher butcher shop in 1910 (Sanborn Map Company).

A large, three-story, brick, industrial building erected before 1910 (Sanborn Map Company), which still stands at the southwest corner of Louisa and Monroe streets, suggests a German presence in the Neighborhood as well. It was tenanted by the Handwerk (in English, handwork) Laundry Company. The pre-1910 conversion of the Torrey House, located just northeast of the Neighborhood, into an Apostolische Church also reflected a local German presence.

The School Street Apartments, which have been determined eligible for National Register listing, were constructed to house local industrial workers. They were erected around 1912 (Milner 1987:56 citing local historian John Burns) by Benjamin, Meyer, Aaron, and David Wilensky, Lithuanian Jews who had come to Passaic in 1897. (The southeasternmost building does not appear on the Robinson, Wise, and Ginsberg map of 1916, suggesting that it was built a few years after its companions.) In 1906 the Wilenskys began acquiring the property. In 1910 they incorporated their coal and ice distributing business--which was located just outside of the Neighborhood at the northeast corner of the junction of the Canal and First Street--with their other business interests as the Wilensky Brothers Company. They shortly thereafter laid out School Street and built the 11 similar three-story brick apartment houses that comprise the School Street Apartments (Scott 1922:430-32). In their National Register assessment of the apartments, John Milner Associates (1987:56) note that while, "other groupings of identical working class residential units

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS No. NJ-1235

(Page 7)

can be found in the city . . . this is the only development of this magnitude which presents a planned streetscape of units with stylistic pretensions on a block created expressly for development.” They further note that the apartment complex “represents a unique, large-scale plan to meet the need for housing the swelling wave of immigrant workers who arrived in Passaic during the 1889-1920 period, seeking jobs in the local textile plants. As such, it is associated with events that have made a significant contribution to the broad patterns of our history and is recommended eligible for nomination to the National Register.”

The final piece in the Neighborhood’s historic early-twentieth-century development was placed in 1918, when Passaic Public School Number 12 and its playground were established on the empty lots at the Neighborhood’s center. The school was constructed on a large lot bounded by Weasel Brook and Lydia, Madison, and George streets, west of the School Street Apartments. A playground was created on the lot to the school’s west, bounded by the brook and Lydia, Madison, and Louisa streets. The school was a “Work-Study-Play school” erected to meet the city’s increase in school-age population. It had a night school that reflected the industrial backbone and ethnic diversity of the Neighborhood and the city. Of the night school’s enrollment of 251 in 1921, 16 students studied in the machine shop, 45 in two mechanical drawing classes, and the other 190 took English classes (Scott 1922:478). The school was subsequently demolished and both its lot and the playground lot stand vacant but for their southern edges, which are crossed by Route 21 (Sanborn Map Company 1950).

Between 1910 and 1935 (Sanborn Map Company) the Neighborhood changed little. Single-family dwellings continued to characterize the south side of Quincy Street. Brick shops with apartments above characterized Monroe Street. The east side of Hope Avenue was lined with small two-and-a-half- and three-story apartment houses, many of which had shops or factories at their first floors. Pantasote continued to fill the tract between Madison and Jefferson streets and the school and playground still stood off of George and Lydia streets. The only major addition was the construction of four three-story brick apartment buildings on the west side of Louisa Street, adjacent to the laundry, two of which still stand. In 1950 (Sanborn Map Company) the Neighborhood still looked much the same, although a demographic shift was suggested by the conversion of the small Madison Street synagogue to an African-American mission.

The most dramatic physical changes occurred to the Neighborhood around 1962, when New Jersey Route 21 was extended into it. As a result of the highway and subsequent deterioration, the center of the Neighborhood was destroyed. The school and the commercial buildings between George and Lydia streets were demolished, as was the playground between Lydia and Louisa streets. Two apartment buildings and the former synagogue on the west side of Louisa also made way for the highway. The highway, either directly or indirectly, also led to the destruction of all but two of the residential buildings that stood on the east side of Hope Avenue between Monroe and Jefferson streets. The Neighborhood is now fragmented. Warehousing activity takes place in the former Pantasote buildings, there is limited commercial activity on Monroe Street, and residents occupy the apartments on George Street and the houses on Quincy Street. Most activity in the Neighborhood is centered around the church and its adjacent school.

Ownership/Location

The School Street-Monroe Street Neighborhood encompasses all of Passaic Blocks 4066, 4067, 4072, 4074, and 4075. St. Joseph’s Polish Church and School occupy the southernmost portion of Block 4072,

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS No. NJ-1235

(Page 8)

Lot 1. The other church-owned buildings on Quincy Street occupy the northern section of the lot, all of which is owned by the Catholic Diocese of Paterson. The School Street Apartments occupy 11 lots within Blocks 4073 and 4075, which are owned as follows:

<i>Address</i>	<i>Block #</i>	<i>Lot #</i>	<i>Owner</i>
3 School Street	4075	56	Shian-Jan Shiuey
4 School Street	4073	21	Sebrit Sulejmani
6 School Street	4073	20	Martha Altimirano
7 School Street	4075	54	Ana Lobelo
8 School Street	4073	18	Mary Sudol
9-11 School Street	4075	53	Martha Altimirano
10-12 School Street	4073	17	Rita and Mayur Parikh
13 School Street	4075	52	George and Sophie Masiuk
14 School Street	4073	16	Varda and Eliezer Dahan
15 School Street	4075	50	Julio Cruz and Andrea Velez
16 School Street	4073	14	Neum Malyar

As the Neighborhood covers many square blocks, it has been mapped with multiple UTM points. These points form a polygon that encompasses the Neighborhood. As noted on an enlarged composite USGS topographical map included with this documentation, these points are the following:

<i>Point</i>	<i>Zone</i>	<i>Easting</i>	<i>Northing</i>	<i>USGS Quad Sheet</i>
A	18	573900	4524180	Weehawken, N.J.-N.Y.
B	18	574060	4524260	Weehawken, N.J.-N.Y.
C	18	574240	4524260	Weehawken, N.J.-N.Y.
D	18	574280	4523960	Weehawken, N.J.-N.Y.
E	18	574080	4523860	Weehawken, N.J.-N.Y.

II. DESCRIPTION

The School Street-Monroe Street Neighborhood contains features common to the remainder of the industrial/working-class sections of Passaic--two-story single-family residences, multi-family housing and mixed commercial/residential units, and a factory complex. Its most notable resources, which have been declared eligible for National Register listing, are the School Street Apartments and St. Joseph's Polish Church and School.

The School Street Apartments are a group of 11 almost identical brick three-story buildings capped by flat roofs. They stand five to the south side of George Street and six to the north. The buildings vary somewhat in size and, reportedly, in plan (local historian John Burns cited in Milner 1987:55), to accommodate property lines. The fourth building from George Street on the north side of the street is less deep than the others and the end building on the south side of the street is trapezoidal, reflecting the former path of the railroad and Dundee Canal, which it originally overlooked to the east. The Renaissance

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS No. NJ-1235

(Page 9)

Revival-style facades of the buildings, however, have nearly identical finishes. They are framed by dark brick quoins and pressed metal cornices adorned with panels, rosettes, and modillion blocks. Their rectangular one-over-one windows are edged with limestone lintels and keystones. Transoms at each offset entry, unusually tall to keep the rhythm of the first-story facades regular, are crowned by the same treatments. The cornices and window treatments extend along George Street. At these side elevations, the second and third stories are served by swell-fronted wrought-iron fire escape balconies that are typical of fire escapes that occur elsewhere in the city. Roth (1980:43) traces the origins of similar fire escapes in Passaic: "An 1891 City Ordinance required at least two exterior wrought iron fire escapes for every factory, mill, workshop, tenement, theatre, opera house, school, hotel, public hall, public amusement, public meeting, or any existing or new building for twenty or more people above the ground floor. The swell-front fire escapes, with twistings and nature motifs, enhance many facades, especially when centered on the facades. As with bluestone sidewalks, they constitute an important part of Passaic's visual singularity."

St. Joseph's Polish Church, erected in 1901, is a brick Baroque Classical structure. In plan a basilica with a gable-roofed nave, clerestory, and shed-roofed side aisles, its appearance was summarized in its National Register assessment as follows (John Milner Associates 1987:50):

The seven bays of the side aisles are marked by round-arched window openings containing stained glass windows, illustrating Biblical scenes. On the facade, pilasters divide the three round-arched entrances on the first story. These pilasters separate an axial round window from flanking round-arched window openings on the second story, and form the corners of a square tower which rises above, supporting a shingled, pyramidal spire crowned with a cross. Carved stone ornamentation decorates the four corners of the tower, the axial round window, and the swept buttresses which join the nave and aisles on the facade, taking the form of cartouches, shields, bands and scrolled copings.

St. Joseph's School to the church's west, erected in 1910, is more simply finished. A three-story structure raised on a rusticated brick basement, it is formed of smooth buff-colored brick walls and crowned by a flat roof. Compound limestone label moldings top its bands of front-facing (south) windows. Limestone also forms its stringcourses and the coping of its parapet roof.

Three other buildings associated with St. Joseph's Polish Church stand to the north of the church at Parker Avenue and Quincy Street. Immediately to the church's north is a boxy brick Victorian rectory probably raised shortly after the church. Two-and-a-half stories high, it is topped by a pyramidal roof with subsidiary hips and gables, and a tall chimney stack. A one-bay columned porch topped by a pyramidal roof is centered at its front (east) elevation. To its rear (west) is the former original 1890s church, which is now brick-veneered at its first story and aluminum sided at its second. To its south, also facing Quincy Street, is a convent house erected in the late teens or early twenties. A rectangular, hip-roofed, two-story structure, it is clad with glazed cotta bricks. A chapel edged with limestone juts from the bay to the west of the central entry. Limestone also forms the label moldings of the front bays and the classical enframing of the entry.

The remainder of the buildings on the south (and the north, as well) side of Quincy Street fit Roth's (1980:19) summary of Passaic's standard residential design: "The vast majority of older, single detached

SCHOOL STREET-MONROE STREET NEIGHBORHOOD
HABS No. NJ-1235
(Page 10)

residences in Passaic are two story plus attic, of frame, and of Queen Anne or Vernacular style Quite often elements of Shingle Style, Eastlake Style, Stick Style, Georgian Revival, and Classical Revival design are superimposed on a basically Queen Anne or Vernacular frame house, giving much of the city a cast of hybrid design.”

Quincy Street’s simply finished, two-story, gable-front houses are marked by two-tier porches and, in some instances, projecting bays characteristic of turn-of-the-century Passaic residential architecture (Roth 1980:21). Although their forms remain intact, they have been much altered through changes to their sash, enclosure of their porches, and the addition of a multitude of different modern claddings, including aluminum, asbestos, and asphalt.

Monroe Street in the Neighborhood retains some mixed commercial/residential buildings, in addition to the St. Joseph’s school. Two identical brick two-story tenement houses, typical of others in the city, stand on the north side of the street. Built in the first decade of the twentieth century, they feature segmental-arched windows and heavy brick corbeling at their cornices. The easternmost has remained residential. The other was engulfed, probably in the late teens or early twenties, by one-story store fronts. At the northwest corner of the block, also extending along Hope Street, stands a two-story brick building with a parapet roof that houses commercial space at its first story and apartments above.

On the opposite (south) side of Monroe Street are a mix of commercial, industrial, and commercial/residential buildings. The mixed-use buildings reflect a trend in city architecture beginning about the turn of the century (Roth 1980:43-44). At the corner of Hope is a modern, two-story, cinder block building under construction (or in the process of renovation). To its east is a two-story brick building with first-story commercial space and apartments, above, set behind a facade similar to that of the School Street apartments, with quoins, keystones, and a heavy cornice. An undistinguished two-story brick commercial/residential building with a parapet roof adjoins it to the east. East of this structure, at the corner of Louisa Street, is the four-story brick former Handwerk Laundry building. Its gable-front north facade features rows of segmental arched windows. A long monitor extends back to the rear (south) elevation, which is edged by a parapet. Two chimney or ventilation stacks, one wide, one narrow, are affixed to the west side elevation. A modern concrete-block industrial building stands across Louisa Street from the laundry. East of it, extending to Lydia Street, are functional unprepossessing brick buildings probably dating from the 1920s. They early housed a garage and auto body shop. Behind the laundry building, on the west side of Louisa Street, stand two three-story 1920s brick apartment buildings with parapet roofs. Two other apartment buildings, identical in footprint to the southernmost apartment house, have been displaced by Route 21.

Only four buildings continue to stand on the east side of Hope Avenue between Monroe and Jefferson streets. At the corner of Hope and Monroe is the modern cinder block building noted above. Three lots south is a much-altered, two-story, gable-front house, now stuccoed at its first story and aluminum clad above, probably built around the turn of the century. Empty lots and Route 21 take up the rest of the east side of Hope Avenue until another greatly altered, aluminum-sided, two-story, gable-front house, also probably dating from the turn of the century, is reached. Beyond it, at the corner of Jefferson, stands a one-story, flat-roofed, brick auto body shop that may date, in altered fashion, from the 1920s.

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS No. NJ-1235

(Page 11)

The remaining piece of the Neighborhood, largely cut off from it since the 1962 construction of Route 21, is the former Pantasote Leather Company complex. The complex is anchored by a long, two-story, brick factory building marked by segmental-arched windows, which was erected during the 1890s. (This building may incorporate part of the site's original bleachery building.) It is ringed and largely hidden by smaller brick, frame, and metal-clad buildings, most of which were standing by 1910. The complex has a few principal elements clearly visible from Jefferson Street. At its east end, fronting on Jefferson, is a brick wall of varying heights marked by rectangular blind panels, pilasters, and brick corbeling. At its east end, near the former edge of the canal, the wall rises in steps to form a parapet. The wall is an integral part of the two buildings behind it. West of the wall is the wide entryway to the factory complex, through which is visible a one-story brick factory building. Erected between 1903 and 1910 (Sanborn Map Company) in front (south) of the long factory building, this building is marked by segmental arched windows that are set in panels defined by pilasters and brick corbels. A parapet wall steps up at its center and a tall smokestack rises to its rear. Affixed to its western edge is a tiny one-story limestone office facade with the word "Pantasote" carved into its deep plain frieze. Its smooth severe finish and the deep flutes between its bays are Art Deco or Moderne elements that suggest a 1920s date of construction. West of the complex entrance is a modern, concrete-block and glass-curtain-wall, two-story building erected as the company offices in 1961. Now vacant, it is in deteriorated condition. The final notable element of the complex visible from the street is a row of tall metal tanks raised high on metal supports near the northeastern edge of the property. With the smokestack, it is the only element of Pantasote visible from points in the Neighborhood north of Route 21.

III. SOURCES OF INFORMATION/BIBLIOGRAPHY

Historic Views

Banas, Joseph, repository

c.1904-1918 Collection of multiple albums containing approximately 200 photographs that record details of construction of Botany Worsted Mills between c.1904 and c.1918. In possession of Joseph Banas, long-time employee and head engineer of Botany Mills, Passaic, NJ.

Passaic City Engineer's Office, repository

c.1938-1941; Approximately 15 aerial photographs of Botany Mills and Andrew McLean Textile Mills complexes (c.1970s) and 5 photographs of Dundee Canal (c.1938-1941) on file at the Passaic City Engineer's Office, Passaic City Hall, Passaic, NJ.

A. Primary and Unpublished Sources

Passaic County Deeds

On file at the Passaic County Register of Deeds Office, Passaic County Courthouse, Paterson, NJ.

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS No. NJ-1235

(Page 12)

B. Secondary and Published Sources

Anonymous

1884 "Map Showing the Location of the Property of the Heirs of J.J.E. Vreeland, Dec^d in the City of Passaic, N.J." Located at Passaic County Register of Deeds Office, Paterson, NJ.

Batchelder, George F.

1854 "Map of Passaic, New Jersey, in the Township of Acquackanonk." Located at Passaic County Register of Deeds Office, Paterson, NJ.

Gonski, Hannah

1972 "General History: The Legacy of Industrialization." In Ronald Roth, *Passaic, The Legacy of Industrialization*, 1981. Located at New Jersey State Library, Trenton.

Hopkins, G.M.

1861 "Map of the Counties of Bergen and Passaic, New Jersey." Located at Paterson Public Library, Paterson, NJ.

Hyde, E.B., and Company

1877 "Atlas of Passaic County, New Jersey." Located at Paterson Public Library, Paterson, NJ.

Lindsey, Stuart

1873 "Map of Property of the Dundee Water Power and Land Company and Others." Located at the Passaic County Register of Deeds Office, Paterson, NJ.

Pape, William J., and William W. Scott

1899 *The News' History of Passaic from the Earliest Settlement to the Present Day*. The News Publishing Company, Passaic, NJ.

Passaic Herald News

1949a "Dundee Canal Co. Would Eliminate Public Waterway." Newspaper clipping of March 3, 1949, on file at the Passaic Public Library.

1949b "Dundee Canal's Ships Never Came In." Newspaper clipping of April 5, 1949, on file at the Passaic Public Library.

Robinson, E., Russell S. Wise, and Abraham Ginsberg

1916 "Atlas of the City of Paterson and Acquackanonk Township." Wise and Ginsberg, Passaic, NJ. Located at Passaic County Register of Deeds Office, Paterson, NJ.

Roth, Ronald

1980 *Historic Sites Survey Report, Passaic, New Jersey*. Prepared for Acquackanonk Landing Historical and Development Corporation and New Jersey Office of History Preservation. Located at the New Jersey State Office of Historic Preservation, Trenton.

SCHOOL STREET-MONROE STREET NEIGHBORHOOD
HABS No. NJ-1235
(Page 13)

1981 *Passaic, The Legacy of Industrialization: An Historic District Survey.* Prepared for Acquackanonk Landing Historical and Development Corporation and New Jersey Office of History Preservation. Located at the New Jersey State Library, Trenton.

Rutsch, Edward S., William Sandy, and Patricia Condell

1988 *Archeological Cultural Resources Survey of the NJDOT's Proposed Route 21 Alignments in Passaic County, New Jersey, Phase I: Historical Research and Preliminary Identification of Potentially Significant Cultural Resources.* Prepared by Historic Conservation and Interpretation, Inc. for Howard, Needles, Tammen, and Bergendoff and the New Jersey Department of Transportation. This report reflected extensive research into primary sources, including Essex County deeds, historic maps, and the difficult-to-access records of the Dundee Manufacturing Company and Dundee Water Power and Land Company.

Sanborn Map Company

1884 *Passaic.* Sanborn Map and Publishing Co., New York. Located on microfilm at Firestone Library, Princeton University, Princeton, NJ.

1886 *Passaic.* Sanborn Map and Publishing Co., New York. Located on microfilm at Firestone Library, Princeton University, Princeton, NJ.

1889 *Passaic.* Sanborn Map and Publishing Co., New York. Located on microfilm at Firestone Library, Princeton University, Princeton, NJ.

1894 *Passaic.* Sanborn-Perris Map Co., New York. Located on microfilm at Firestone Library, Princeton University, Princeton, NJ.

1899 *Insurance Maps of Passaic.* Sanborn-Perris Map Co., New York. Located on microfilm at Firestone Library, Princeton University, Princeton, NJ.

1910 *Insurance Maps of Passaic, Including Part of Acquackanonk Township.* Sanborn Map Co., New York. Located on microfilm at Firestone Library, Princeton University, Princeton, NJ.

1918 *Passaic.* Sanborn Map Co., New York. New sheets encompassing Botany Mills and Andrew McLean Company Textile Mill inserted at rear of microfilm of 1935 maps. Located on microfilm at Firestone Library, Princeton University, Princeton, NJ.

1935 *Insurance Maps of Passaic.* Sanborn Map Co., New York. Located on microfilm at Firestone Library, Princeton University, Princeton, NJ.

1950 *Insurance Maps of Passaic.* Sanborn Map Co., New York. 1935 maps updated with paste-overs through 1950. Located on microfilm at Firestone Library, Princeton University, Princeton, NJ.

SCHOOL STREET-MONROE STREET NEIGHBORHOOD

HABS No. NJ-1235

(Page 14)

1987 *Passaic*. Sanborn Map Co., New York. Located at City of Passaic Tax Office, Passaic City Hall, Passaic, NJ.

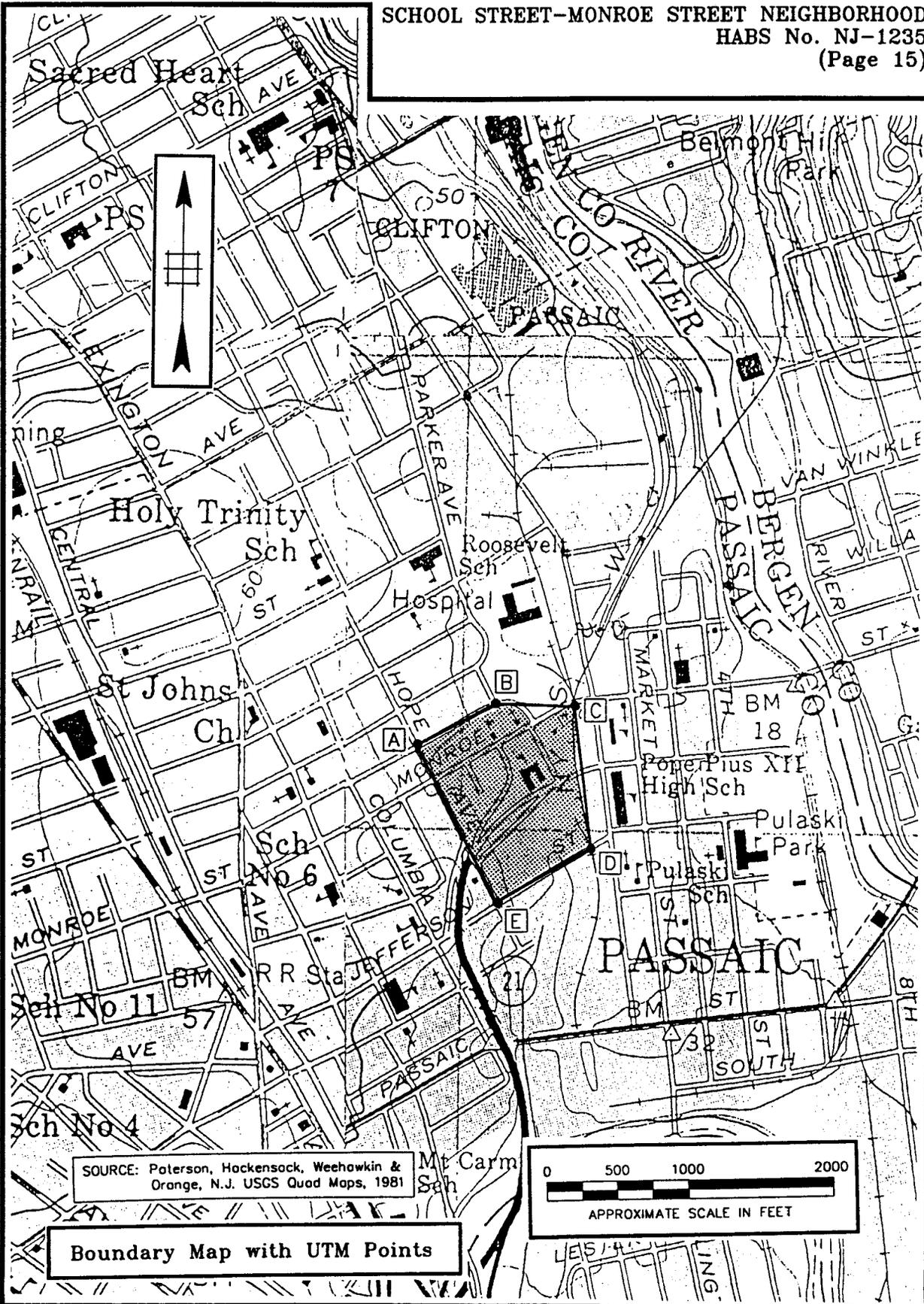
Scott, William

1922 *History of Passaic and Its Environs*. Volume 2. Lewis Historical Publishing Co., Inc., New Jersey and Chicago.

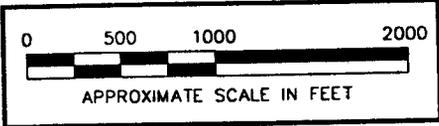
IV. PROJECT HISTORY

The New Jersey Department of Transportation is planning the construction of the Route 21 Freeway Extension through the School Street-Monroe Street Neighborhood. To mitigate the adverse effect of this undertaking, the Department entered into a Memorandum of Agreement stipulating in part that the Neighborhood be recorded "to the Historic American Buildings Survey's standards emphasizing the visual relationships between the buildings and the community. Individual buildings will not be recorded." This documentation was prepared to satisfy this stipulation.

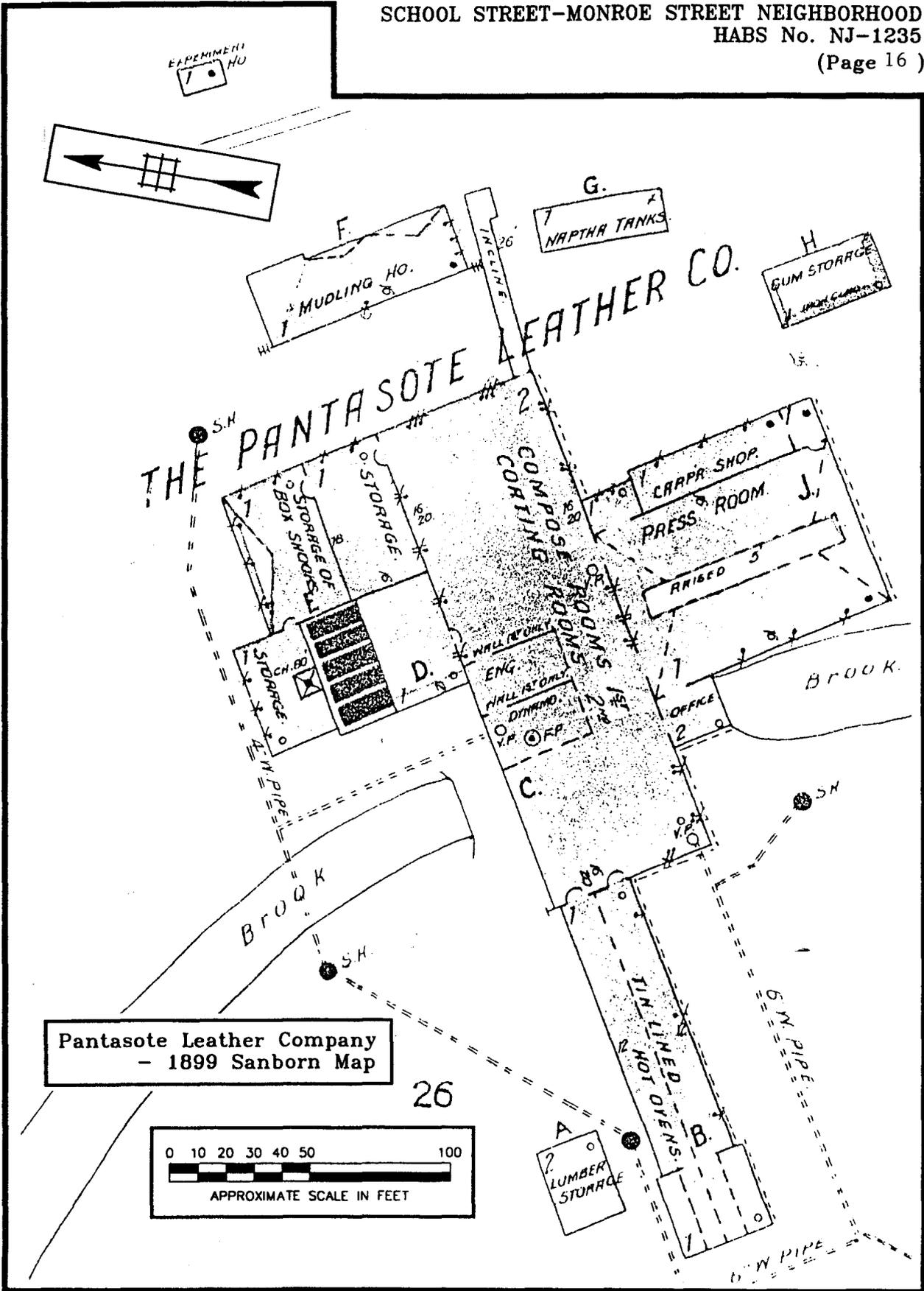
SCHOOL STREET-MONROE STREET NEIGHBORHOOD
HABS No. NJ-1235
(Page 15)



SOURCE: Paterson, Hockensack, Weehawkin & Orange, N.J. USGS Quad Maps, 1981

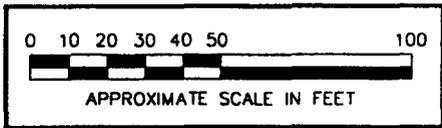


Boundary Map with UTM Points



Pantasote Leather Company
- 1899 Sanborn Map

26



SCHOOL STREET-MONROE STREET NEIGHBORHOOD
HABS No. NJ-1235

(Page 17)

