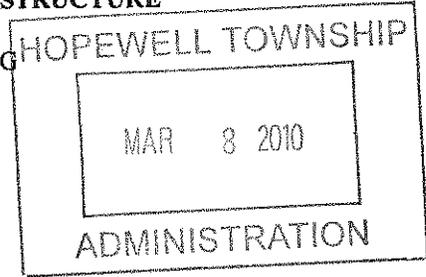




**COUNTY OF MERCER**  
**DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE**  
**ENGINEERING DIVISION**  
 McDADE ADMINISTRATION BUILDING  
 640 SOUTH BROAD STREET  
 P.O. BOX 8068  
 TRENTON, NEW JERSEY 08650-0068  
 TELEPHONE: (609) 989-6600  
 Fax: (609) 989-8295



**KELVIN S. GANGES**  
 Chief of Staff

**BRIAN M. HUGHES**  
 County Executive

**ANDREW MAIR**  
 County Administrator

**AARON T. WATSON**  
 Director

March 3, 2010

**GREGORY SANDUSKY, P.E., P.L.S.**  
 County Engineer

Daniel D. Saunders  
 Deputy State Historic Preservation Office  
 New Jersey Department of Environmental Protection  
 Office of Historic Preservation  
 P.O. Box 404  
 Trenton, New Jersey 08625

Re: Addendum to Phase IA Archeological Study for Bear Tavern  
 Road Bridge over Jacobs Creek, Hopewell Township, Mercer  
 County State Bridge Number 2200060

Dear Mr. Saunders:

We are submitting a copy of the Addendum to the Phase IA Archeological Study for the Jacobs Creek Bridge project, prepared by John Milner Associates, Inc., for your consideration and review.

If you have any questions or require additional information, please feel free to contact my office at (609)989-6600 or by email at [gsandusky@mercercounty.org](mailto:gsandusky@mercercounty.org).

Sincerely,

Gregory Sandusky, P.E., P.L.S.  
 Mercer County Engineer

GS:mar

C: Aaron T. Watson, Director of Mercer County D.O.T. & I.  
 Rebecca Yamin, Ph.D., John Milner Associates, Inc.  
 Paul Pogorzelski, Hopewell Township Administrator

**Hopewell Township, Mercer County, New Jersey**

**Phase IA Archeological Study:**

**An Addendum**

**Bear Tavern Road Bridge over Jacobs Creek**

**Prepared for**

**County of Mercer  
Office of the Engineer  
South Broad Street, Fourth Floor  
Trenton, New Jersey**

**and**

**New Jersey Historic Preservation Office  
Trenton, New Jersey**

**by**

**Douglas C. McVarish  
Rebecca W. Yamin, Ph.D., RPA**

**JOHN MILNER ASSOCIATES, INC.  
1216 Arch Street, Fifth Floor  
Philadelphia, PA 19107**

**March 2010**

## ADDENDUM

At the time of submission of the initial report in January 2010, several pieces of information concerning the bridge crossing were either unavailable or had not been identified. This report discusses each of these new sources and their effects on the conclusions drawn in the initial report.

### A) Mercer County Board of Chosen Freeholder Minutes

During the course of the original research for the Phase IA report, JMA personnel were told on several occasions that pre-1886 Freeholder's Minutes for Mercer County were unavailable. On February 18<sup>th</sup>, Robert Craig of the New Jersey Historic Preservation Office informed Douglas McVarish of JMA that the earlier minutes were available for review in the Office of the Clerk of the Board. These minutes were reviewed on Monday, February 22<sup>nd</sup>. The following references to the bridge and its construction were identified:

p. 249: By Mr. Johnson [a motion]: That the proposal of L.Sykes and Son for building iron truss bridge over Jacob Creek be accepted when the County has obtained a legal title to the abutments on which the bridge is to be constructed. Which was adopted. (June 29, 1881)

This reference is confirmed by an advertisement for the bridge construction that specified that bids were to be received at the Courthouse at noon on June 29<sup>th</sup>:

Proposals may be sent to I.I. Johnson, Pennington, N.J. and will be received JUNE 29<sup>th</sup>, 1881, at 12 o'clock, noon, of that day, at the Court House, in the city of Trenton, N.J....

Proposals will be received for an Iron Bridge to be erected over Jacob's Creek, about three miles southeast of Titusville, N.J. The Bridge to be a Wrought Iron Truss Bridge, forty-one feet between abutments, and 16 feet wide in the clear; to have two lines of one and a half inch gas pipe railing extending the full length of the bridge, with suitable posts at the ends. The bridge to be proportioned to sustain a distributed load of twenty-five tons in addition to its own weight, with a strain not exceeding one-fourth of its breaking weight. The plank to be 2 ½ inch, of best Jersey White Oak, and squared up clear of bark, from 8 to 12 inches in width. Guard rails to be 4x6 White Oak, clear of bark and sap...I.I. Johnson, Chairman (Daily True Republican June 17, 1881).

P. 256: Whereas, It being desirable to have the Bridge on Somerset Railroad bed erected this season and the person who agreed to sell the abutments, to the County being unable to deliver the same with a good title; Therefore resolved that the Committee appointed for the erection of said Bridge be authorized to purchase said abutments from Joseph Mary Burroughs for a sum not exceeding three hundred dollars upon their giving a warrantee title for the same. (August 10, 1881)

p. 351. An adjourned meeting of the Board met on Friday, December 15, 1882 at 2 ½ O'Clock PM at a bridge across Jacob Creek near Tindall station to inspect and pass upon the said Bridge the roll of members was called all members answered...Mr. I. H. Hutchinson moved and was unanimously agreed to that the Board except [sic] [accept] the iron work with the understanding that the company make fastening of the hand railing satisfactorily to the Committee.

Mr. A. E, Hutchinson moved that the board except [sic] [accept] the stone work in its unfinished state with the understanding that when the work was completed satisfactorily to the committee the contractor be paid. The motion was carried by unanimous vote.

These minutes support JMA's original conclusion that the current bridge is indeed at the same location as the bridge it replaced.

#### B) Chain of title

In the initial investigation of the history of the crossing, JMA attempted to follow the chain of title of the land on which the bridge sits to ascertain whether or not it was, in the eighteenth century, also the location of the ford. Unfortunately, the historic deeds reviewed mentioned either the Creek or the road, and none of them pinpointed the location of the road crossing of the creek.

At the suggestion of Betty Epstein of the New Jersey State Archives, JMA's historian reviewed all relevant information in Betsy Errickson's Hopewell Township Land Survey Project Records, 1941-1980s. Using Ms. Errickson's card index, he identified Jacobs Creek and Trenton-Harbourton Road as promising subjects to check. Each index card contained lists of specific deeds and each of these deeds was reviewed.

The following abstracts for property in the vicinity of the current bridge were reviewed:

West Jersey Deed W:3. Powell Huff, yeomen to Joseph Burroughs, yeomen. All that plantation where Joseph Burroughs now dwelleth situate in Hopewell containing 236 acres. 23 February 1765. A portion of the metes and bounds indicates:

To a hickory sapling standing by the side of Jacob's Creek; then up the said Creek the several courses thereof...

The road is not mentioned.

West Jersey Deed W, page 5. Thomas Cain, carpenter to Joseph Burroughs, yeoman. A parcel of 48.5 acres. 25 February 1765. [contains two mentions of hickory trees on Jacob's Creek but no mention of the road].

Hunterdon County Mortgage Book 1, p. 513. Joseph Moore of Hopewell Township to Daniel Mershon. A plantation of 60 acres. 27 April 1792 [no specific mention of either the creek or the road].

Hunterdon County Mortgage Book 2, p. 52. Joseph Moore of Hopewell to James Burroughs of Hopewell. 60 acre tract in Hopewell. 3 December 1793. [no specific mention of either the creek or the road]

Hunterdon County Deed Book 2, Page 480. Edmund Burroughs of Hopewell to John Burroughs of Hopewell. 83.5 acre tract in Hopewell. 6 August 1800 [creek mentioned but not the road]

Hunterdon County Deed Book 2, Page 524. Edmund Burroughs and Susannah of Hopewell to James Hill of Hopewell Township. 25 acre tract in Hopewell. 3 September 1800 [neither creek nor road mentioned]

Hunterdon County Deed Book 12, Page 175. James Burroughs to James Atchley. 111 acre tract in Hopewell Township. 6 February 1806. [road mentioned but not creek]

Because none of these deeds mention a crossing of the creek or mention both the road and the creek, the eighteenth century alignment of the ford is apparently unable to be pinpointed based upon existing property transfer records.