

**TOWNSHIP OF WEST ORANGE LANDMARK
DESIGNATION REPORT**

**GEORGE V. HECKER CARRIAGE HOUSE
36 RIDGE ROAD (BLOCK 80.05, LOT 4.02)**

**TOWNSHIP OF WEST ORANGE
ESSEX COUNTY**



Prepared for:

West Orange Historic Preservation Commission

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Introduction

During a historic sites survey of the Township of West Orange completed in 1991-1992, the George V. Hecker Carriage House at 36 Ridge Road (Block 80.05, Lot 40.02) was identified as an excellent example of Stick-style architecture and for its association with the historic Mountain Ridge neighborhood (Figure 1). Per the Township of West Orange Revised General Ordinances 25-30.3, "Historic District and Landmark Designation," the West Orange Historic Preservation Commission retained the services of Hunter Research, Inc. in 2020 to conduct an in-depth study of the George V. Hecker Carriage House and its history with the goal of designating it as a Local Historic Landmark. This Landmark Designation Report presents the results of this study and was prepared to support the West Orange Historic Preservation Commission's recommendation that the Master Plan and Zoning Map of the Township of West Orange be amended to designate the George V. Hecker Carriage House as a Local Historic Landmark. This is the first step in the local landmark designation process outlined by Township of West Orange Revised General Ordinances 25-30.3.

Physical Description

Exterior

The George V. Hecker Carriage House at 36 Ridge Road is a Stick Style carriage house designed by noted architect Henry Hudson Holly and constructed in 1866-1867 (Photograph 1). It occupies on an approximately 1-acre rectangular lot (Block 80.05, Lot 40.02) that was subdivided in 2008 from a brick ranch dwelling, which was erected in 1950, at 40 Ridge Road (Block 80.05, Lot 40). The carriage house is a one-and-one-half-story, five-bay, asymmetrically massed, L-shaped building that measures approximately 70 feet by 40 feet wide at the projecting front gable. It has a steeply-pitched, multi-directional hip-on-cross-gable roof finished with replacement asphalt shingles and moderately overhanging eaves supported by decorative exposed rafters. An octagonal ventilator, or cupola, topped by a conical hip roof extends from the roof ridge above the second northernmost bay. The ventilator retains its original wood louvers and spherical metal finial topped by a point framed by two flower and leaves (Photograph 2). The tripartite brick chimney that projects from the roof ridge above the second southernmost bay features an open-ended gable hooded cap, possibly of stone or terracotta, supported by a brick arch (Photograph 3). The first story is finished with wood clapboards, sections of which have been replaced with aluminum siding, overlaid with chamfered stickwork that frames the windows and doors. The board-and-batten wood siding on the second story ends in pointed boards with circular cutouts, and a wide band of plain wood trim separates the first and second stories. The carriage house rests on an uncoursed fieldstone foundation that is banked into a small hill that slopes easterly and downwards from Ridge Road towards the brick ranch dwelling at 40 Ridge Road.

The carriage house features an irregular fenestration pattern befitting its Stick Style. All of the windows on the front (west), rear (east) and side (south) elevation have been removed, but they retain their original louvered wood shutters (Photographs 1, 4 and 5). Four of the five windows at the first story on the side (north) elevation retain their original fixed four-light wood sash. These windows, which provided light to the stable on the interior, feature plain wood sills and

are framed by chamfered stickwork (Photograph 6). The projecting gabled dormer at the second story on the front (west) elevation is supported by stick braces and features vertical boards bearing circular and star cutouts and chamfered stickwork (Photograph 7). Two openings to the second-story hayloft in the stable wing are located at the second story of the front (west) and side (north) elevation. The opening on the front (west) elevation contains board-and-batten doors with diagonal wood panels and wood louvers. The gabled dormer centered at the second story on the side (north) elevation contains the other opening to the hayloft. The dormer features stick braces and is decorated with vertical boards bearing triangular and stylized cross cutouts (Photograph 8). Access to the interior of the hayloft is via paired, side-hung, board-and-batten wood doors with diagonal wood panels. The gabled dormers on the rear (east) and side (south) elevation are supported by stick braces but lack any other decorative details.

Multiple entries provide access to the interior of the carriage house at the first story and basement level. On the front (west) elevation, the main entry to the carriage house is located in the middle bay of the projecting gable. It contains paired side-hung, board-and-batten wood doors with diagonal wood panels and is surmounted by a shed-roof hood that retains its original patterned slate roofing (Photograph 9). An additional entry containing a sliding board-and-batten wood barn door with diagonal wood panels is located on the side (north) elevation of the projecting gable. A secondary entry providing access to the stable wing is located in the northernmost bay of the front (west) elevation and contains a replacement overhead paneled wood garage door. On the side (south) elevation, a shed-roof hood shields a secondary pedestrian entry that provides access to an interior staircase. This hood retains its original patterned slate roofing, and the paneled wood door appears to be original. The basement-level pedestrian entry located at the rear of the side (south) elevation contains a board-and-batten wood door, which is also likely original. Two entries are located at the basement level on the rear (east) elevation. One of these entries has been boarded over with plywood, while the entry in the northernmost bay contains a replacement overhead paneled wood garage door.

Interior

The interior of the George V. Hecker Carriage House contains two floors, each of which is believed to have served a distinct function and is reported to retain some original interior finishes and features such as horse stalls and a tack room. The first floor of the carriage house would typically consist of a carriage room and a horse stable connected via a short passage, and the second floor would consist of a hayloft and living quarters for coachmen and/or grooms. The basement would likely have been used for storage and/or additional space for the care and housing of livestock.

Statement of Significance

Constructed in 1866-1867, the George V. Hecker Carriage House at 36 Ridge Road is a significant and well-preserved example of a mid-19th-century Stick-style carriage house designed by the prominent architect Henry Hudson Holly (1832-1892), who was best known for his residential commissions and as an early and vocal advocate for the Queen Anne style. The Hecker estate was one of his early commissions. Although carriage houses were constructed by

wealthy individuals and families across the United States as early as the late 18th century, they became increasingly widespread during the middle decades of the 19th century due to the growing scale of American farms and estates, which encouraged the development and construction of carriage houses that combined horse stables and space for storing horse-drawn vehicles under one roof. Carriage houses were a sign of social status and coincided with the creation of a new class of wealthy businessmen, like George V. Hecker, who established elaborate country estates in new suburban communities outside of major American cities. Encouraged by an explosion of pattern books written by a new class of professional architects and landscape architects, such as Andrew Jackson Downing, Alexander Jackson Davis, Gervase Wheeler and Henry Hudson Holly, these businessmen and politicians hired professional architects to design suburban estates that incorporated stylistically consistent cottages/villas and outbuildings, including carriage houses. As one of the few extant 19th-century carriage houses in West Orange and the only extant building associated with the George V. Hecker estate, the George V. Hecker Carriage House is directly associated with the development of the Mountain Ridge neighborhood as an exclusive upper-class suburban enclave during the 1860s and an intact example of a rare property type. The George V. Hecker Carriage House also possesses added significance as one of the few known extant buildings designed by Henry Hudson Holly, a master architect.

George V. Hecker Carriage House History. The George V. Hecker Carriage House was constructed in 1866-1867 for George Valentine Hecker. It originally formed part of the large country estate that Hecker established in West Orange's exclusive Mountain Ridge neighborhood at the top of First Mountain, also known as Orange Mountain. Hecker, "one of the foremost millers" in the United States, purchased a vacant 13.08-acre tract of land on the east side of Perry Lane (Prospect Avenue), including an 18-foot-wide right-of-way (Ridge Road), from Eliza S. Constant for \$12,000 on July 24, 1866 (Figure 2).¹ A wealthy widow from New York City, Eliza S. Constant had acquired the property from Daniel C. and Clarissa Otis in November 1860 after Doctor Erastus E. Marcy laid the foundations for the creation of the Mountain Ridge neighborhood by purchasing 200 acres of rugged undeveloped woodland at the top of First Mountain between Northfield Avenue and Mount Pleasant Avenue and abutting Perry Lane (Prospect Avenue) from Daniel C. Otis. Dr. Marcy opened a road from Mount Pleasant Avenue to the top of the mountain in 1860 (see below).² Eliza S. Constant and her husband, Joseph A. Constant, were acquainted with Dr. Marcy – in fact, Dr. Marcy served as a witness to Joseph A. Constant's will in 1859 and also may have been his doctor – and she likely purchased the property on First Mountain with the intention of establishing her own country estate.³

¹ Eliza S. Constant to George V. Hecker, July 24, 1866, Deed Book B13, Page 247, Essex County Register of Deeds and Mortgages, Newark, NJ.

² Daniel C. and Clarissa Otis to Eliza S. Constant, November 18, 1860, Deed Book H11, Page 86, Essex County Register of Deeds and Mortgages, Newark, NJ; United States Bureau of the Census, "Eighth Census of the United States," 1860, <https://www.ancestry.com>, New York Ward 18 District 4, 519; Henry Whittemore, *The Founders and Builders of the Oranges* (Newark, NJ: L.J. Hardham, 1896), 344; Hunter Research, Inc., Intensive-Level Architectural Survey of Selected Properties within the Saint Cloud Neighborhood and the Main Street Corridor in the Township of West Orange, Essex County, New Jersey, 2014, New Jersey Historic Preservation Office (NJDEP), Trenton, New Jersey.

³ Commissioner of Records, Surrogates' Court, County of New York, Probate Proceedings Joseph A. Constant, April 7, 1860, <https://www.ancestry.com>.

Born in New York City on January 5, 1818, George Hecker was the second of three sons born to John and Susan Caroline Freund Hecker, both of whom were German immigrants.⁴ George Hecker entered the baking and milling business as a teenager, when he owned and operated two bakeries on Rutgers Street and Pearl Street in New York City with his older brother John Hecker and his younger brother Isaac Hecker.⁵ Although they were raised as Lutherans, all three brothers converted to Catholicism as adults. Isaac Hecker, who subsequently became known as Father Isaac Hecker, became the most famous of the Hecker brothers and founded the order of the Missionary Priests of St. Paul the Apostle, which is popularly known as the American Paulists. He was also an author and publisher of *The Catholic World*, *The Young Catholic* and other imprints of the Catholic Publication Society, which is currently known as the Paulist Press. George Hecker supported his brother's religious career and donated tens of thousands of dollars over the course of his lifetime to support his endeavors.⁶

In 1843, George Hecker and John Hecker founded their own flour milling firm of Geo. V. Hecker & Bro.⁷ The firm, which invented and became the first to sell self-rising flour in 1852, grew rapidly during the ensuing decades.⁸ By the Civil War, the firm's Croton Flour Mills, which stood on Cherry Street in New York City, possessed the capacity to produce 4,000 hundredweight of flour per day.⁹ After John Hecker's death in 1874, the firm became known as George V. Hecker & Co. George Hecker continued to own and operate the business until his death on February 14, 1888.¹⁰ George V. Hecker & Co. subsequently merged with five other milling companies in New York City, including Jones & Co., Jewell Milling Co., Staten Island Milling Co. and King County Mills, to form the Hecker-Jones-Jewell Milling Co. in 1892. In 1902, the Standard Milling Co. acquired the Hecker-Jones-Jewell Milling Co., which operated as a subsidiary of the Standard Milling Co. until it was merged into and became a division of its parent company in 1932.¹¹ The Standard Milling Co. is currently known as the Uhlmann Company, which continues to manufacture Heckers brand flour.¹²

After George Hecker purchased the 13.06-acre parcel on First Mountain from Eliza S. Constant in 1866, he hired the New York-based architect Henry Hudson Holly to design his country house.¹³ The estate, which extended across Ridge Road to Prospect Avenue, typified the country

⁴ "George V. Hecker Dead," *The Sun*, February 15, 1888, <https://www.newspapers.com>, 3.

⁵ Walter Elliott, *The Life of Father Hecker* (New York, NY: The Columbus Press, 1898), 7.

⁶ "Feb. 14," *The Kansas Catholic*, March 1, 1888, <https://www.newspapers.com>, 3; Elliott, *The Life*.

⁷ *Illustrated New York: The Metropolis of To-Day* (New York, NY: International Publishing, Co., 1888), 188.

⁸ Vincent F. Holden, *The Early Years of Isaac Hecker (1819-1844)* (Washington, DC: Catholic University Press of America, 1939), 26; Herman Steen, *Flour Milling in America* (Minneapolis, MN: T.S. Denison & Co., Inc., 1963), 349.

⁹ *Ibid.*

¹⁰ *Illustrated New York*, 188; "Obituary," *Donahoe's Magazine* XIX (January to July 1888): 389-390; "The Late George V. Hecker," *Northwestern Miller*, March 9, 1888, 244; "George V. Hecker," *The Morning News*, February 17, 1888, <https://www.newspapers.com>, 2; "George V. Hecker Dead."

¹¹ Steen, *Flour Milling*, 349-350.

¹² "History of the Heckers Brand," The Uhlmann Co., 2020, <https://www.heckersceresota.com/Heckers/Heckers-History/>.

¹³ George G. Rockwood, House designed for George V. Hecker Esq., Orange, New Jersey (1860s) by Henry Hudson Holly, photograph, LS-3363, Royal Institute of British Architects, London, UK; George G. Rockwood, House

estates popularized by Andrew Jackson Downing and Alexander Jackson Davis in the 1840s and 1850s and contained curvilinear drives and pathways, gardens, a massive Stick-style mansion and multiple outbuildings, including the carriage house (Figure 3). While no historic photographs or architectural plans of the carriage house have been identified, the architectural sophistication of the carriage house and its stylistic similarities to the mansion strongly support the conclusion that Henry Hudson Holly also designed it (Photographs 10 and 11). Like many of his neighbors in the Mountain Ridge neighborhood and other wealthy businessmen, Hecker maintained a permanent residence in New York City at 278 Madison Avenue and used his country estate as a summer residence with his family. By 1870, the 52-year-old George Hecker headed a household that included his wife, Josephine Wentworth Hecker (40) and their six children: Josephine (19), George F. (15), Caroline (12), John T. (9), Annie (7) and Pauline (7 months).¹⁴ The Hecker household also included five female servants named Mary McNally (25), Mary McGuire (18), Kate Monahan (30), Kate Maher (27) and Mary Buckley (25) and one African American male servant named Samuel Lowden (21).¹⁵ Unfortunately, the jobs that each of these six servants held within the Hecker household are unknown, which makes it impossible to determine which of these servants, if any, accompanied the Hecker family to West Orange and if Samuel Lowden worked as the family's coachman and might have occupied the second-floor of the carriage house when the family was in residence.

While the available historical documentation makes it extremely difficult to determine who occupied the carriage house, Josephine Wentworth Hecker's will provides a possible clue. In her will, which was written on April 11, 1903, Josephine Wentworth Hecker left \$500 to William Miller, "who has served the family so long and faithfully as coachman."¹⁶ In 1880, the federal population census schedule of West Orange recorded a coachman named William Miller living in the Mountain Ridge neighborhood in close proximity to General George B. McClellan and General Randolph Barnes Marcy, both of whom owned neighboring estates to that of George Hecker (see Figure 3).¹⁷ According to the 1880 federal population census schedule, the 48-year-old German immigrant headed a household that included his wife, Alice Miller (38), and their two children: William (24) and Mary E. (10).¹⁸ Presumably, the family occupied the living quarters on the second floor of the carriage house on the Hecker estate.

During the 1880s, George Hecker suffered a series of devastating losses due to fires. In 1882, a fire destroyed his flour mills on Cherry Street and several neighboring buildings.¹⁹ On November 18, 1883, George Hecker's country house in West Orange, which reportedly cost \$50,000 to build, burned to the ground despite efforts by the live-in caretaker, Thomas Doyle, his wife and the gardener, Louis Conrad, to extinguish the flames. According to a detailed article

designed for George V. Hecker Esq., Orange, New Jersey (1860s) by Henry Hudson Holly, photograph, LS-3363/1, Royal Institute of British Architects, London, UK.

¹⁴ United States Bureau of the Census, "Ninth Census of the United States," 1870, <https://www.ancestry.com>, New York Ward 21 District 19, 588A.

¹⁵ Ibid.

¹⁶ Josephine Wentworth Hecker Will, April 11, 1903, Will Book 856, Page 58, New York County Surrogates Court, New York, New York, <https://www.ancestry.com>.

¹⁷ United States Bureau of the Census, "Tenth Census of the United States," 1880, <https://www.ancestry.com>, Township of West Orange, 277A.

¹⁸ Ibid.

¹⁹ "Hecker's Mill Destroyed," *The New York Times*, August 1, 1882.

published in the *Montclair Times*, the fire destroyed the majority of the furniture, including several valuable paintings, and clothing in the house.²⁰ Local newspapers estimated that the total damages fell between \$60,000 and \$75,000.²¹ Apart from the Hecker mansion, the carriage house and all the other outbuildings on Hecker estate survived the fire (Figure 4). Within six months of the fire, George Hecker subdivided his property on Orange Mountain and gave the eastern half below Ridge Road to his eldest daughter Josephine Mary Hecker Slevin on April 3, 1884. The property contained 6.08 acres of land and the carriage house.²²

George Hecker's decision to give half of his West Orange estate to his eldest daughter was likely precipitated by his eldest daughter's pregnancy. Born in April 1853, Josephine Mary Hecker married Edward Purcell Slevin at St. Patrick's Cathedral in New York City on November 21, 1878. Edward Purcell Slevin was the son of James Slevin, one of the largest linen importers in the United States, and Mary Theresa Edwards Slevin, both of whom were Irish immigrants.²³ The couple's only child, Paula Marie Slevin, was born on December 10, 1884, approximately eight months after George and Josephine Wentworth Hecker transferred ownership of the carriage house and the surrounding 6.08 acres of land to Josephine Mary Hecker Purcell on April 3, 1884.²⁴ After Edward Purcell and Josephine Mary Slevin received the property in 1884, they constructed a new stone dwelling, which they named "East Clive," on the site of the original Hecker Mansion (Figures 4-6). Although the *Atlas of Essex County, New Jersey* published by E. Robinson in 1890 identified George F. Hecker, Josephine Mary Slevin's younger brother and the second child of George and Josephine Wentworth Hecker, as the owner of the carriage house and the surrounding land, this definitely represents a mapping error since deeds indicate that the Slevins owned the property (see Figures 4-6).

In contrast to George Hecker, Edward Purcell and Josephine Mary Slevin occupied their house "East Clive" as their primary residence. In 1885, the couple headed a household that included their daughter, Paula Marie Slevin, and four female servants named Mary G. Reynolds, Catherine Hollahan, Mary Morris and Honora Coffee.²⁵ The couple also presumably employed a coachman, who would have occupied the living quarters in the carriage house, but it is impossible to ascertain his identity from the available documentation. By 1900, the Slevin household had shrunk slightly to include Edward Purcell Slevin, aged 57, Josephine Mary Slevin, aged 45, Paula Marie Slevin, aged 15, and three female servants named Nellie O'Keefe, aged 40, Anna Lynch, aged 25, and Virginia Ambert, aged 42. Presumably, one of the two coachmen, James Jack and George Wallin, identified as neighbors of the Slevin household by the

²⁰ "Mr. George V. Hecker's Residence on Orange Mountain Burned to the Ground," *The Montclair Times*, November 24, 1883, <https://www.newspapers.com>, 2.

²¹ Ibid.; "The mansion of George V. Hecker," *Courier-Post*, November 21, 1883, <https://www.newspapers.com>, 1; "One of Our Advertisers," *The Morning Post*, November 20, 1883, <https://www.newspapers.com>, 1.

²² George V. and Josephine Hecker to Josephine M. Slevin, April 3, 1884, Deed Book E22, Page 355, Essex County Register of Deeds and Mortgages, Newark, NJ.

²³ "The marriage of Mr. Edward Purcell Slevin," *Intelligencer Journal*, November 21, 1878, <https://www.newspapers.com>, 3; Rich Ruffino, "Edward Purcell Slevin," accessed October 7, 2020, https://www.ancestry.com/family-tree/person/tree/119646648/person/120184817865/facts?_phsrc=jyY284&_phstart=successSource.

²⁴ George V. and Josephine Hecker to Josephine M. Slevin; Rich Ruffino, "Paula Marie Josephine Slevin," accessed October 7, 2020, <https://www.ancestry.com/family-tree/person/tree/119646648/person/120184784647/facts>.

²⁵ State of New Jersey, "State Census of New Jersey," 1885, <https://www.ancestry.com>, Township of West Orange, 99-100.

federal population census schedule of 1900 for West Orange were employed by the couple and resided in the carriage house.²⁶

Both Edward Purcell Slevin and Josephine Mary Slevin represented well known and active figures in society in West Orange and New York City.²⁷ In fact, Edward Purcell Slevin was one of the founding members of the Essex County Country Club, which sits at the top of First Mountain at the intersection of Prospect Avenue and Mount Pleasant Avenue less than 850 feet to the east of the carriage house, in 1887.²⁸ Slevin remained active in the administration of the Essex County Country Club throughout his life in West Orange, and, in 1900, he served on the committee appointed by the country club to establish the New Jersey State Golf Association.²⁹ Like his father-in-law, Slevin also supported Catholic causes. In 1893, he founded the Catholic School Book Company with his mother-in-law, Josephine Wentworth Hecker, his sisters-in-law, Caroline T. Hecker and Anna W. Hecker, and W.P. O'Connor. The company succeeded the Catholic Publication Society, which had been founded by Father Isaac Hecker, as the publisher of the *Young Catholics' Series* and planned to also publish new educational books at its offices in New York City. Edward Purcell Slevin served as the company's treasurer.³⁰

Edward Purcell and Josephine Mary Slevin owned "East Clive," the carriage house and the surrounding property into the second decade of the 20th century, but the couple had relocated from West Orange to George Hecker's house at 278 Madison Avenue in New York City by 1910 (Figure 6). In 1910, the couple, aged 67 and 59 respectively, headed a household that included Anna W. Hecker, aged 48, a 39-year-old cook named Elizabeth T. Burke, a 30-year-old waitress named Catherine Mullen, a 42-year-old servant named Mary Daly and a 27-year-old servant named Frances Langhouse.³¹ Josephine Mary Slevin died at the age of 59 on March 17, 1911, and devised her entire estate, including her property in West Orange, to her husband.³² Edward Purcell Slevin subsequently sold "East Clive" and the carriage house to William S. Duncan, who was a resident of Brooklyn, on July 24, 1911.³³ Although the *Insurance Maps of Orange and West Orange* published by the Sanborn Map Company in 1912 identified George V. Hecker's estate as the owner of "East Clive" and the carriage house, William S. Duncan had transferred title to Frederick W. Baumann on April 1, 1912 (Figure 7).³⁴

²⁶ United States Bureau of the Census, "Twelfth Census of the United States," 1900, <https://www.ancestry.com>, Township of West Orange, 9.

²⁷ "The Trustees Must Pay," *The New York Times*, July 4, 1895, <https://www.newspapers.com>, 9.

²⁸ Whittemore, *The Founders*, 253-254.

²⁹ "Orange, N.J.," *The Sun*, June 2, 1900, <https://www.newspapers.com>, 5.

³⁰ "New York City," *The Publishers' Weekly*, May 13, 1893, 733.

³¹ United States Bureau of the Census, "Thirteenth Census of the United States," 1910, <https://www.ancestry.com>, Manhattan Ward 21, 2A.

³² Rich Ruffino, "Josephine Maria Hecker," accessed October 8, 2020, <https://www.ancestry.com/family-tree/person/tree/119646648/person/120184818009/facts>; Josephine Mary Slevin Will, December 6, 1911, Will Book 915, Page 170, New York County Surrogates Court, New York, New York, <https://www.ancestry.com>.

³³ Edward P. Slevin to William S. Duncan, July 24, 1911, Deed Book Q49, Page 279, Essex County Register of Deeds and Mortgages, Newark, NJ.

³⁴ *Insurance Maps of Orange and West Orange, New Jersey* (New York, NY: Sanborn Map Company, 1912); William S. Duncan to Frederick W. Baumann, April 1, 1912, Deed Book P50, Page 581, Essex County Register of Deeds and Mortgages, Newark, NJ.

Frederick W. Baumann retained ownership of “East Clive” and the carriage house for 35 years (Figure 8). An English immigrant, Baumann worked as a banker and business executive in New York City and occupied “East Clive” with his family. In 1930, the 59-year-old banker headed a household that included his wife, Louise Baumann (59), and their two children: Richard (29) and Marie (20). The household also included a 51-year-old servant named Angele Lievre. It is unknown if Frederick Baumann, like some of his neighbors, employed a chauffeur, but at least two chauffeurs lived in rented dwellings on Ridge Road in close proximity to “East Clive” in 1930.³⁵ Regardless, the Baumann family was using the carriage house for general storage by 1939 (Figure 9). Frederick W. Baumann died at the age of 76 on April 6, 1947, and the sheriff of Essex County seized “East Clive” due to an unpaid mortgage and sold it at public auction to Samuel Roth on July 10, 1948.³⁶

Shortly after he acquired the property in 1948, Samuel Roth demolished “East Clive” and subdivided the 6.08-acre lot on which it stood into two approximately 3-acre lots. He sold the northern lot, which represents the premises currently occupied by 32 Ridge Road, to Marcus and Jane Rothschild and retained ownership of the southern lot, which contained the carriage house and represents the premises currently occupied by 40 Ridge Road, and constructed a new brick ranch dwelling at the rear of the property in 1950.³⁷ Samuel Roth apparently did not use the carriage house, for *Maps of West Orange* published by the Sanborn Map Company in 1939 and updated to 1951 identified the carriage house as vacant (Figure 10). Samuel and Mary Roth sold the ranch house and carriage house at 40 Ridge Road, which was known as 12 Ridge Road until the 2010s, to William and Mary A. Mallas on January 25, 1956.³⁸

The property subsequently passed through several hands. In 2008, Rose Marie D’Alessandro, who had purchased 12 Ridge Road with her husband Eugene D’Alessandro in 1997, subdivided the approximately 2.9-acre property into a roughly 1.9-acre lot containing the 1950 brick ranch dwelling erected by Samuel Roth (Block 80.05, Lot 40) and an approximately 1-acre lot containing the George V. Hecker Carriage House (Block 80.05, Lot 40.02). The resolution passed by the Planning Board of the Township of West Orange to approve the subdivision noted that the George V. Hecker Carriage House had been used a residence but was vacant in 2007.³⁹ Eugene and Rose Marie D’Alessandro sold the brick ranch dwelling at 40 Ridge Road (Block 80.05, Lot 40) to Jeffrey Lewis and Gailann Greene, but Rose Marie D’Alessandro retained title to the George V. Hecker Carriage House (Block 80.05, Lot 40.02) and is the property’s current owner.⁴⁰

³⁵ United States Bureau of the Census, “Fifteenth Census of the United States,” 1930, <https://www.ancestry.com>, Township of West Orange, 8B.

³⁶ “Baumann,” *The Montclair Times*, April 10, 1947, <https://www.newspapers.com>, 6; “West Orange,” *The Courier-News*, April 8, 1947, <https://www.newspapers.com>, 14; Joseph A. Bonnet, Sheriff of Essex County, to Samuel Roth, July 10, 1948, Deed Book U111, Page 124, Essex County Register of Deeds and Mortgages, Newark, NJ.

³⁷ Samuel and Helen Roth to William and Mary A. Mallas, January 25, 1956, Deed Book 3381, Page 217, Essex County Register of Deed and Mortgages, Newark, NJ.

³⁸ Ibid.

³⁹ Charles S. Gehrie and Jeanette D. Gehrie to Eugene and Rose Marie D’Alessandro, August 25, 1997, Deed Book 5498, Page 615, Essex County Register of Deeds and Mortgages, Newark, NJ; Eugene and Rose Marie D’Alessandro to Rose Marie D’Alessandro and Jason Late, July 3, 2008, Deed Book 12149, Page 7306, Essex County Register of Deeds and Mortgages, Newark, NJ.

⁴⁰ Rose Marie D’Alessandro to Rose Marie D’Alessandro, October 22, 2013, Deed Book 12473, Page 100, Essex County Register of Deeds and Mortgages, Newark, NJ; Rose Marie and Eugene D’Alessandro and Jason Late to

Henry Hudson Holly. Born in New York City on October 8, 1834, Henry Hudson Holly was the seventh of nine children born to William Welles and Anne Glover Holly. A merchant turned politician, William Welles Holly served as a New York City alderman in the 1830s and was descended from one of the founders of Stamford, Connecticut. Henry Hudson Holly and his siblings evidently enjoyed a comfortable childhood, for his father owned an estate on Fifth Avenue in New York City between Fifteenth and Sixteenth Streets that extended a full city block to the west to Sixth Avenue. Henry Hudson Holly began his architectural career at the age of 20 in 1854, when he joined the staff of the English architect Gervase Wheeler, who had only recently moved to New York City. While Andrew Jackson Downing had introduced the American public to Wheeler in his magazine *The Horticulturist*, Wheeler gained prominence as an architect in the United States with the publication of his very own pattern books *Rural Homes* and *Homes for the People* in 1851 and 1855, respectively. In 1856, Henry Hudson Holly went to England to complete his architectural education, likely at the suggestion of Wheeler. The trip and apparently left an indelible mark on Holly's architectural aesthetic, for he consistently advocated the advantages of English country estates and drew design inspiration from English architects such as R. Norman Shaw and J.J. Stevenson. In fact, Holly's admiration for British architecture led him to become one of the earliest adopters and most vocal advocates for the Queen Anne style in the 1870s.⁴¹

Henry Hudson Holly established his architectural practice in New York City in 1857 after he returned from England. In December 1858, he was unanimously elected to the American Institute of Architects, which had been formed less than two years earlier by Richard Morris Hunt, Richard Upjohn and many of the most prominent architects of the 19th century. At the time, Holly was likely the organization's youngest member.⁴² During the ensuing two decades, Holly published three pattern books that cemented his reputation as one of the preeminent architects in the United States. His first book, *Country Architecture*, appeared in 1863, and, in addition to advocating the advantages of country life in the English manner, contained the designs of some of his earliest commissions, which ranged from a modest gate lodge to cottages/villas, churches and a railroad station. His second book, *Church Architecture*, was published in 1871. Holly's third and best-known book, *Modern Dwellings in Town and Country*, followed in 1878.⁴³ In *Modern Dwellings*, Henry Hudson Holly presented the Queen Anne style, which first appeared in the United States in the early 1870s, to the American public and presented a passionate argument that it was the style best suited to domestic architectural

Jeffrey Lewis and Gailann Greene, Deed Book 20180, Page 12600, December 19, 2017, Essex County Register of Deeds and Mortgages, Newark, NJ.

⁴¹ "Obituary – Henry Hudson Holly," *New York Tribune*, September 7, 1892, <https://www.genealogybank.com>, 7; Michael A. Tomlan, "The Domestic Architectural Stylebooks of Henry Hudson Holly," introduction to *Country Seats & Modern Dwellings: Two Victorian Domestic Architectural Stylebooks by Henry Hudson Holly*, by Henry Hudson Holly (Watkins Glen, NY: Library of Victorian Culture, 1977); Gwynne S. Taylor, "National Register of Historic Places Inventory – Nomination Form – Hylehurst," (National Park Service, 1983), <https://catalog.archives.gov/id/47720224>, 8-3 – 8-4; Linda A. Smeins, "Pattern Books and the Queen Anne Style in America" (PhD diss., The University of British Columbia, 1989), 83-93; Barbara A. Yocum, *The House at Glenmont, Historic Structure Report, Edison National Historic Site, West Orange, New Jersey* (Lowell, MA: Building Conservation Branch, Cultural Resources Center, North Atlantic Region, National Park Service, U.S. Department of the Interior, 1998), 10.

⁴² Tomlan, "The Domestic."

⁴³ Taylor, "National Register," 8-4.

needs.⁴⁴ “Well-advertised and widely distributed,” *Modern Dwellings* earned Holly his more distant commissions.⁴⁵

By the time Henry Hudson Holly formed a partnership with his former student Horatio F. Jeliff in 1887, he was a well-established architect who had completed commissions throughout the United States and as far away as Canada.⁴⁶ These included St. Luke’s Memorial Hall at the University of the South in Sewanee, Tennessee, the Virginia Military Institute in Lexington Virginia, a house that reportedly cost \$400,000 in Colorado and Glenmont, the home of Thomas Edison in Llewellyn Park.⁴⁷ Completed in 1880 for Henry C. Pedder, Glenmont represented one of at least nine houses, including the George V. Hecker House, that Holly designed in West Orange (see below for further discussion of comparative examples).⁴⁸ While Holly received architectural commissions based on his reputation and personal connections in the New York-Stamford area, which may be how George Hecker learned of him, he also relied on his pattern books and advertisements in nationally recognized periodicals to generate business. He conducted some of his business remotely and provided designs and working drawings to clients by mail, which represented “a means of practice well-accepted in the days when architects in small towns were few and distances were longer than they now seem to be.”⁴⁹ While Holly was apparently a relatively prolific architect, few of his “buildings still stand and even fewer remain unaltered” and a number of “splendid ‘country houses’” designed by him “have been destroyed almost without notice.”⁵⁰ This is “due in part to their siting, often along principal roadways, railroads, and streetcar lines, on land subject to great redevelopment pressures.”⁵¹ Henry Hudson Holly died in New York City at the age of 58 on September 5, 1892, from dropsy and liver and spinal injuries that resulted from a fall at a construction site in 1889.⁵²

History of Mountain Ridge. The Mountain Ridge neighborhood owes its existence to Dr. Erastus E. Marcy, a famous homeopathic doctor from New York City. Prior to 1860, the ridge of First Mountain to the west of Prospect Avenue and between Mount Pleasant Avenue and Northfield Avenue was comprised of rugged and largely inaccessible woodland. In 1860, Dr. Marcy became the first in a series of prominent businessmen and politicians to establish country estates at the top of First Mountain in West Orange. He purchased 200 acres of undeveloped land on First Mountain from Daniel C. Otis, opened a road from the top of the mountain to Mount Pleasant Avenue and cleared trees from the front of the ridge to open up the scenic view to the east. Dr. Marcy also had gas pipes installed from West Orange to the top of First Mountain to provide the handsome villa that he erected on his property with every available modern convenience. During the ensuing decade, Mountain Ridge attracted a number of wealthy individuals and families.⁵³ Dr. Marcy’s brother, General Randolph Barnes Marcy built an estate

⁴⁴ Ibid.

⁴⁵ Tomlan, “The Domestic.”

⁴⁶ Yocum, *The House at Glenmont*, 10.

⁴⁷ Ibid.; Tomlan, “The Domestic”; “Obituary.”

⁴⁸ Yocum, *The House at Glenmont*, 11; “For Sale – Houses – In Llewellyn Park,” *The Brooklyn Daily Eagle*, January 24, 1887, <https://www.newspapers.com>, 3.

⁴⁹ Tomlan, “the Domestic.”

⁵⁰ Ibid.

⁵¹ Ibid.

⁵² “Obituary.”

⁵³ Whittemore, *The Founders*, 344.

adjoining his brother's property in the 1860s. A graduate of the U.S. Military Academy and a veteran of the Black Hawk expedition of 1832, the Mexican American War and the Civil War, General Marcy was soon joined on First Mountain by General George B. McClellan, who was his close personal friend and son-in-law. After President Abraham Lincoln forced General McClellan to retire by dismissing him from his command of the Army of the Potomac in 1862, he constructed a country estate known as "Maywood" to the south of his father-in-law's house in 1864. The Marcy-McClellan family "set the tone for the development of upscale country estates and houses" on First Mountain, and several prominent New York City families, including the Heckers, the Robinson, the Delanos and the Hartleys followed them to the top of the mountain for its fresh air and scenic views.⁵⁴ By 1874, the Mountain Ridge neighborhood contained 10 estates arranged along the east side of the private road (Ridge Road) laid out by Dr. Marcy in 1860 (Figure 2). Beginning in the 1930s, all of the grand 19th-century villas in the Mountain Ridge neighborhood were demolished and the estates subdivided into smaller residential lots.⁵⁵ Today, only a few traces of these country estates, including the George V. Hecker Carriage House, survive.

History of Carriage House Architecture. Although transportation-related outbuildings for the storage of riding chairs and carriages, which sometimes incorporated stable facilities for horses, were constructed in the late 18th and early 19th centuries, these early outbuildings were typically built to only house a chair or carriage and, sometimes, a sleigh.⁵⁶ Only the wealthiest farmers and landowners could afford to erect and maintain separate structures for the storage of carriages and horses during the early 19th century.⁵⁷ These early carriage houses typically consisted of two stories with a single room with wooden floors and a workbench along one side or in the rear on the first floor, and a storage loft on the second floor accessed via a trapdoor or with only partial flooring to allow carriages and sleighs to be hoisted into the loft for storage during the off-season.⁵⁸

Architecturally, early carriage houses are distinguished by large hinged doors, few windows and proximity to the dooryard (i.e. a location near the door to an associated dwelling). Until the 1830s, most farmers housed the horses that they used for riding and driving carriages in the main barn with their other animals. Separate horse stables/carriage houses that combined space for box stalls, carriages, harnesses, grain and hay were relatively rare during the early 19th century and primarily appeared on larger farms and in towns and villages. As the scale of farm operations increased and space grew limited in barns during the first half of the 19th century, farmers increasingly constructed separate horse stables and/or carriage houses.⁵⁹ The pace of construction of horse stables and carriage houses intensified during the 1860s and 1870s, and

⁵⁴ Hunter Research, Inc., Intensive-Level Architectural Survey, 2-6.

⁵⁵ Ibid.; *Maps of West Orange, New Jersey* (New York, NY: Sanborn Map Company, 1939); *Maps of West Orange, New Jersey* (New York, NY: Sanborn Map Company 1939 [1951]).

⁵⁶ Gabrielle M. Lanier and Bernard L. Herman, *Everyday Architecture of the Mid-Atlantic: Looking at Buildings and Landscapes* (Baltimore, MD: The Johns Hopkins, University Press, 1997), 59.

⁵⁷ Roger Reed and Greer Hardwicke, *Carriage House to Auto House* (Brookline, MA: Brookline Preservation Commission, 2002), 3.

⁵⁸ Thomas Durant Visser, *Field Guide to New England Barns and Farm Buildings* (Hanover, NH: University of New England Press, 1997), 145.

⁵⁹ Ibid., 143-149.

historians generally recognize the Victorian era as the “heyday” of the carriage house.⁶⁰ While the carriage houses erected in suburban and urban areas during the 19th century “were similar in scale, construction and fittings to their rural counterparts,” they “were more likely to be two stories in height with the second floor often serving as a lodging space for servants.”⁶¹

The architectural styles and floorplans of carriage houses constructed during the 19th century varied widely, but well-established and widely recognized principles and best practices generated a set of common characteristics that many carriage houses share. As with domestic architecture, there existed an extensive literature about the design of carriage houses, and agricultural outbuildings in general, including pattern books, advice manuals and articles published in agricultural and architectural journals, during the mid to late 19th century. While the architectural style of carriage houses constructed during the Victorian era varied, “it was common practice at the time to mimic the architecture of the main house” and “spindlework, decorative wood shingles, fancy cupolas, and multi-colored slate mansard roofs were common appurtenances on Victorian carriage houses.”⁶² In other words, late-19th-century carriage houses often rival the residence in “originality of design.”⁶³ Naturally, the grandest examples of carriage houses were associated with the suburban residences of wealthy individuals and families.⁶⁴ In fact, some of the most elaborate carriage houses and stables were erected around the turn of the century on horse farms and summer estates.⁶⁵

As with the appearance of the exterior, the interior layouts of carriage houses also varied depending on their size and the features they included. As previously noted, however, well-established and widely-recognized principles and best practices with regards to the care of horses and carriages and other horse-driven vehicles created notable commonalities among 19th-century carriage houses. As John Claudius Loudon noted in his *The Suburban Gardener and Villa Companion*, which was published in 1838, even the smallest carriage house “comprises a stable, ighouse, hayloft or room, and harness-room.”⁶⁶ Larger carriage houses also featured box stalls, a grain room, an area for washing and grooming and quarters for hired help.⁶⁷ Pattern books, such as Andrew Jackson Downing’s *The Architecture of Country Houses*, which was published in 1853, and advice manuals on carriages and driving, such as Francis T. Underhill’s *Driving for Pleasure*, which was published in 1896, consistently recommended that stables and coach houses be separated by doors because the ammonia, moisture and smells from the stables could permeate carriages and damage them.⁶⁸ Most 19th-century carriage houses also included space for a hayloft above the stables, with an exterior window or door and a hoist to facilitate the movement of hay into the loft.⁶⁹ The staircase or ladder to the hayloft was typically located in

⁶⁰ J. Randall Cotton, “The Great American Garage: Part One,” *Old House Journal* 14, no. 7 (September 1986): 328.

⁶¹ Lanier and Herman, *Everyday Architecture*, 57.

⁶² Cotton, “The Great American,” 328-329.

⁶³ Reed and Hardwick, *Carriage House*, 7.

⁶⁴ Lanier and Herman, *Everyday Architecture*, 57.

⁶⁵ Visser, *Field Guide*, 148.

⁶⁶ John Claudius Loudon, *The Suburban Gardener and Villa Companion* (London, UK: Longman, Orme, Brown, Green, and Longmans, 1838), 81.

⁶⁷ Visser, *Field Guide*, 148.

⁶⁸ Andrew Jackson Downing, *The Architecture of Country Houses* (New York, NY: D. Appleton & Company, 1853), 213-217; Francis T. Underhill, *Driving for Pleasure* (New York, NY: D. Appleton & Company, 1896), 99.

⁶⁹ Reed and Hardwicke, *Carriage House*, 5.

the carriage house, but Andrew Jackson Downing recommended that access to the hayloft be placed “in a passage by itself, separated by a door from the room where vehicles were kept” to help keep vehicles free of dust.⁷⁰

While pattern books, advice manuals and agricultural journals provided different recommendations regarding the ideal width of the horse stalls in the stable, which ranged from 4.5 feet to 5.5 feet,⁷¹ they consistently stated that “in the centre of every stall there should be a small grating over a drain communicating with a general drain conducted lengthwise through the stable behind the stalls”⁷² to ensure that the floor remained dry and called for each stall to be fitted with a feed box, a manger and a receptacle for water.⁷³ Where the location allowed for a basement beneath a carriage house, the 19th-century literature stated that it could be used to receive the manure from the stable above, to house other farm animals or for the storage of farm tools.⁷⁴ The proper ventilation of carriage houses also represented a common concern among pattern books, advice manuals and agricultural journals due to the dangers to carriages and horses from moisture and odors, and designs contained within these documents often provided for ample windows and ventilating tubes in the stable and a cupola/ventilator at the peak of the roof above the stable.⁷⁵ Recommended interior finishes and features included wood paneling, plaster and tiles and stoves to ensure that stables, harness rooms and carriage rooms remained warm and dry and to make stables easier to clean.⁷⁶ In short, the practical considerations of maintaining carriages, harnesses and tack and the health of horses generated the interior and exterior features that characterized the majority of carriage houses.⁷⁷

Comparative Examples. While no comprehensive survey of all the carriage houses in the Township of West Orange has been undertaken, a quick survey of the available documentation indicates that the George V. Hecker Carriage House is one of at least eight extant carriage houses in the township.⁷⁸ Constructed in the *circa* 1860s, the carriage house at 5 Ridge Road is a remnant of the Dr. Dwinelle estate, which stood immediately adjacent to the George V. Hecker estate in the Mountain Ridge neighborhood. The building, which has been converted into a residence, represents a more restrained interpretation of the Stick style and possesses a replacement asphalt-shingle roof and replacement windows, which have diminished its material integrity. Another nearby example of a carriage house at 13 Quimby Place, constructed *circa* 1910, has likewise been converted into a residence and features a replacement asphalt-shingle roof, replacement windows and replacement garage doors. The remaining six carriage houses are located in the Llewellyn Park Historic District and are listed on the National Registers of Historic Places as contributing resources to picturesque suburban neighborhood created by Llewellyn Haskell and Alexander Jackson Davis. Two of these carriage houses (11 Park Way

⁷⁰ Downing, *The Architecture*, 213-214.

⁷¹ Underhill, *Driving*, 100; Downing, *The Architecture*, 215-216.

⁷² Loudon, *The Suburban*, 81.

⁷³ Visser, *Field Guide*, 148.

⁷⁴ *Ibid.*, 147.

⁷⁵ Loudon, *The Suburban*, 81; Reed and Hardwick, *Carriage House*, 5.

⁷⁶ Loudon, *The Suburban*, 82; Underhill, *Driving*, 99.

⁷⁷ Reed and Hardwicke, *Carriage House*, 5.

⁷⁸ Robert P. Guter, Jane B. Davies and Donald C. Richardson, “National Register of Historic Places Inventory-Nomination Form – Llewellyn Park Historic District” (National Park Service, 1984); Acroterion, West Orange Historic Sites Survey (1992), on file West Orange Historic Preservation Commission, West Orange, New Jersey.

and 45 Park Way) were constructed before 1865, while the remaining four carriage houses (6 Lynwood Way, 6 Oak Bend Road, 41 Glen Avenue and 62 Glen Avenue) were constructed between *circa* 1870 and *circa* 1900. Four additional carriage houses were previously identified in the Llewellyn Park Historic District (45 Oak Bend Road, 82 Glen Avenue, 33 Glen Avenue and 45 Glen Avenue), but it is unclear if they remain standing.

While Henry Hudson Holly was a prolific architect who reportedly designed nine houses in the Township of West Orange, only one of these dwellings, apart from the George V. Hecker estate on Ridge Road, has been conclusively identified. Designed *circa* 1880 for Henry C. and Louisa Pedder and subsequently purchased by Thomas Edison, “Glenmont” is a sophisticated, Queen Anne-style, three-and-one-half-story dwelling. It is listed on the National Register of Historic Places as a contributing resource to the Llewellyn Park Historic District and the Edison National Historic Site. Like the George V. Hecker estate, “Glenmont” originally featured a stable and carriage house, but it was subsequently demolished and replaced by a garage in 1908.⁷⁹

In addition to “Glenmont,” only two other buildings designed by Henry Hudson Holly have been individually listed on the National Register of Historic Places. Completed *circa* 1878, the M.F. Reading Residence in Montclair, New Jersey, was completed prior to and is featured in Henry Hudson Holly’s pattern book of 1878, *Modern Dwellings in Town and Country*. A two-and-one-half-story Queen Anne-style dwelling featuring stucco and half timbering, it was listed on the National Register of Historic Places in 1988. Located in Winston-Salem, North Carolina, Hylehurst is a Queen Anne-style dwelling designed for John W. Fries in 1884. It was listed on the National Register of Historic Places in 1983. A third building with strong influences of Henry Hudson Holly has been listed on the National Register of Historic Places. Completed in 1872 by architect Edwin Howland after a design by Henry Hudson Holly, the First Universalist Church in Providence, Rhode Island, is a Gothic Revival brick and stone church. It was individually listed on the National Register of Historic Places in 1977.

Justification of Eligibility

The definitions and procedures for local designation of historic landmarks and districts in the Township of West Orange are contained in Chapter 25-30 of the township’s ordinances. Specifically, the National Register Criteria for designation are incorporated by reference in subsection 25-30.3(b).⁸⁰

The National Register Criteria for eligibility are described by the U.S. Department of the Interior, National Register Program in 36 CFR 60.4:

“The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

⁷⁹ Yocum, *The House*, 42.

⁸⁰ West Orange Township, *Revised General Ordinances of the Township of West Orange* (2012), on line at www.westorange.org/document_center/view/550 [accessed September 2016].

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield information important in prehistory or history.

Designed by Henry Hudson Holly in 1866-1867, the George V. Hecker Carriage House is an early and architecturally significant example of a Stick-style carriage house by a master architect. With its steeply-pitched roof, overhanging eaves with exposed rafters, wood clapboard and board-and-batten siding and stickwork ornamentation, the carriage house embodies the character-defining features of the Stick style. In addition, with its ventilator, hayloft doors, small horse-stall windows on the side (north) elevation and side-hung carriage doors, the building embodies the character-defining features of a carriage house. A prominent architect and widely recognized expert in residential architecture, Henry Hudson Holly designed numerous suburban residences and country estates for wealthy clients in New Jersey and throughout the United States, but few of his buildings remain standing. Likewise, while carriage houses were common in the Township of West Orange and throughout New Jersey and the United States in the 19th and early 20th centuries, relatively few carriage houses survive intact without having been converted into garages or residences. As such, the George V. Hecker Carriage House is deemed to be eligible for listing as a local landmark under Criterion C.

While the exterior has experienced some minor alterations, most notably the replacement asphalt-shingle roof and replacement paneled garage doors on the front (west) and rear (east) elevations, the George V. Hecker Carriage House retains high integrity of design, exterior materials and workmanship. The loss of the original George V. Hecker House in 1883 and the neighboring mansions and their subdivision into multiple suburban lots during the 20th century have also impacted the carriage house's integrity of setting, feeling and association. With houses set well back from Ridge Road on generous 2- and 3-acre lots, however, Mountain Ridge retains the character as an exclusive suburban neighborhood in the Township of West Orange. The George V. Hecker Carriage House is judged to have a period of significance of 1866-1867, when it was designed and constructed.

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State of New Jersey, "State Census of New Jersey," 1885, <https://www.ancestry.com>, Township of West Orange, 99-100.

U.S. Bureau of the Census, "Ninth Census of the United States," 1870, New York Ward 21 District 19, 588A.

U.S. Bureau of the Census, "Tenth Census of the United States," 1880, Township of West Orange, 277A.

U.S. Bureau of the Census, "Twelfth Census of the United States," 1900, Township of West Orange, 9.

U.S. Bureau of the Census, "Fifteenth Census of the United States," 1930, Township of West Orange, 8B.



Figure 1. Boundaries of George V. Hecker Carriage House on Aerial Photograph.

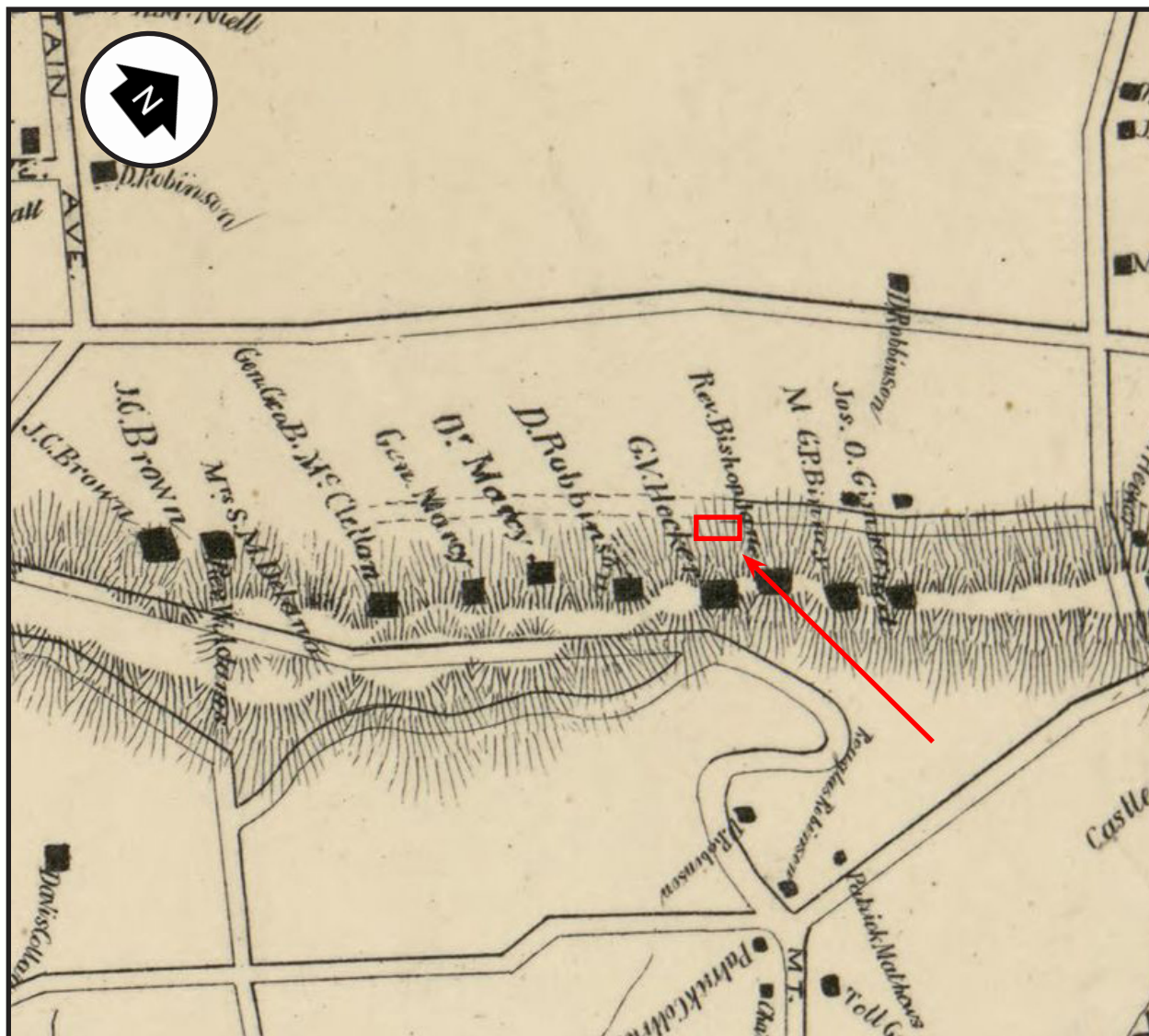


Figure 2. Hughes, Matthew. *Map of Essex County, New Jersey*. 1874. Approximate property boundaries outlined. Scale: 1 inch = 835 feet (approximately).



Figure 3. Pidgeon, R.H. and E. Robinson. *Atlas of Essex County, New Jersey*. 1881. Property boundaries outlined. Scale: 1 inch = 395 feet (approximately).

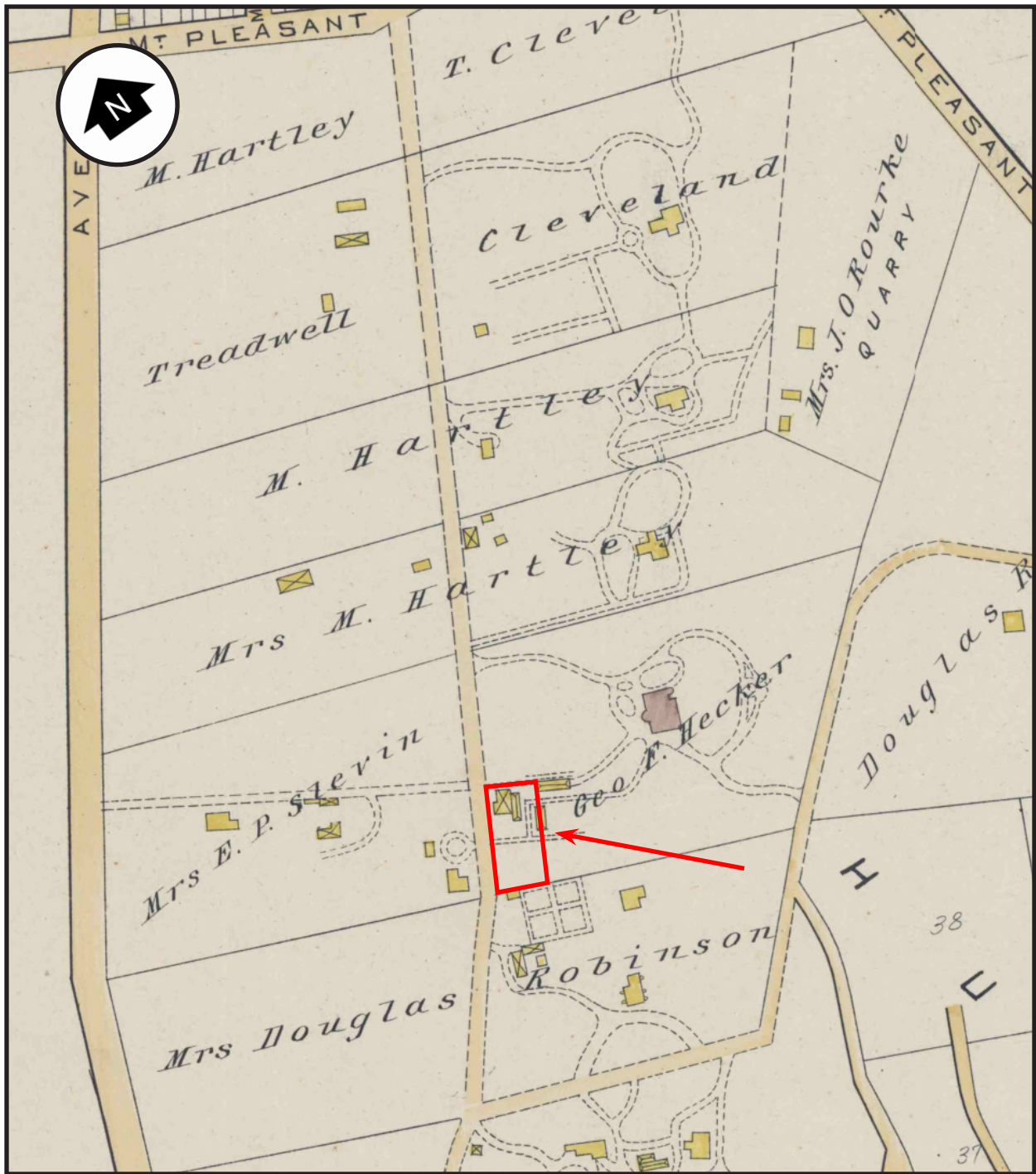


Figure 4. Robinson, E. Robinson's Atlas Map of 1890, Plate 12. 1890. Property boundaries outlined. Scale: 1 inch = 285 feet (approximately).

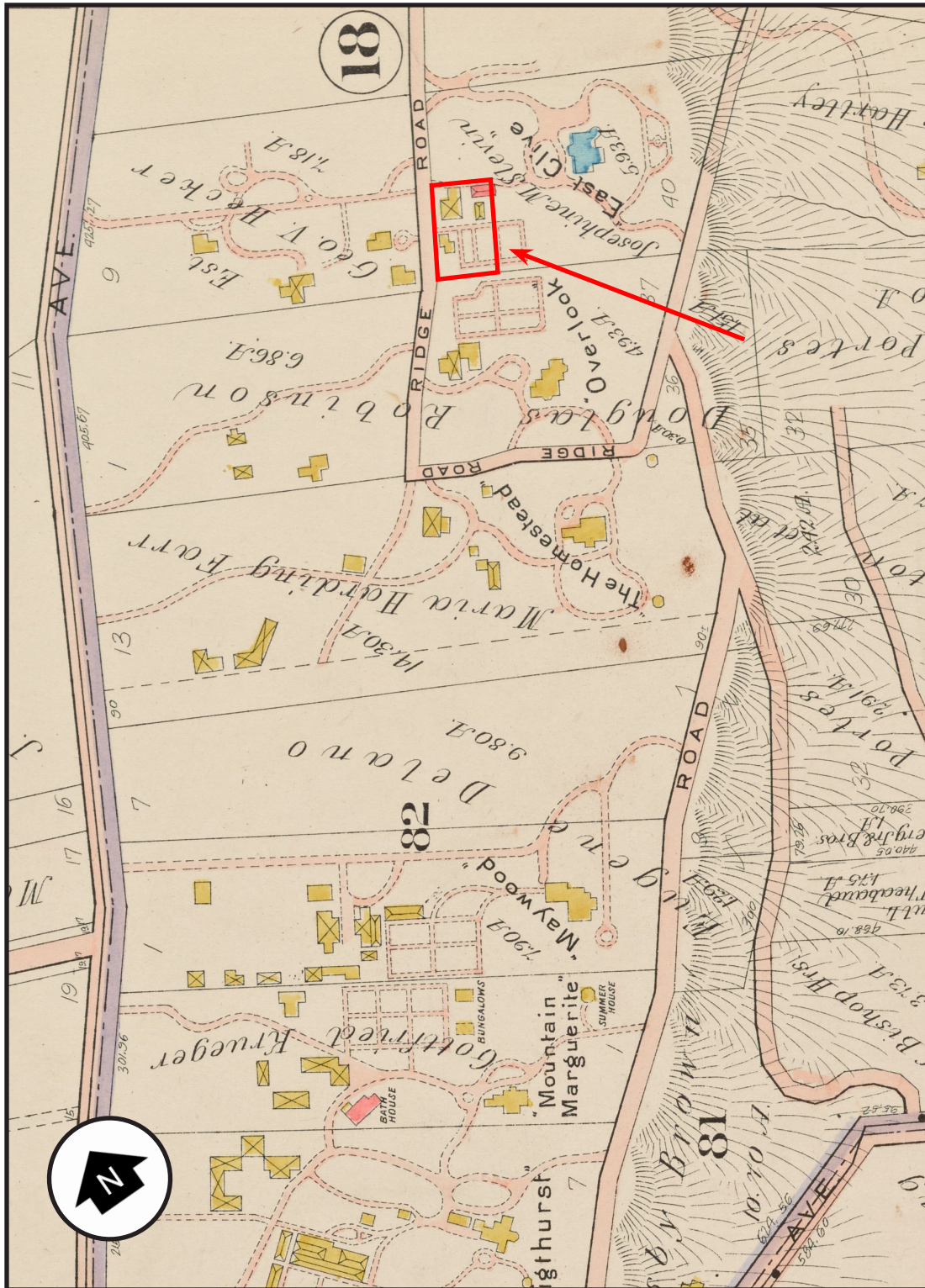


Figure 5. Mueller A.H. *Atlas of the Oranges*, Plate 17. 1904. Property boundaries outlined. Scale: 1 inch = 365 feet (approximately).

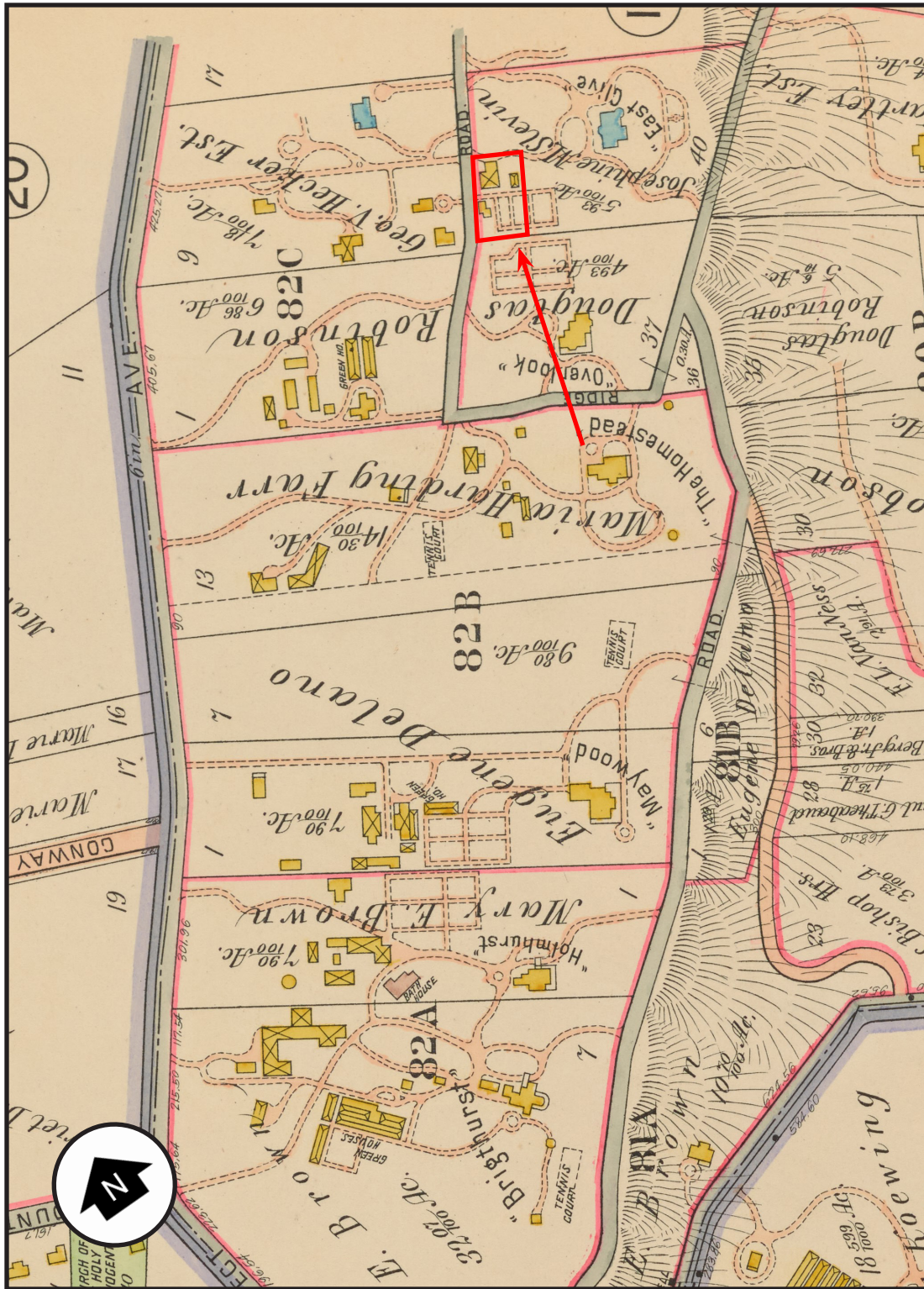


Figure 6. Mueller A.H. Atlas of the Oranges, Plate 18. 1911. Property boundaries outlined. Scale: 1 inch = 390 feet (approximately).



Figure 7. Sanborn Map Company. *Insurance Maps of Orange and West Orange*, Sheet 27, 1912. Property boundaries outlined. Scale: 1 inch = 260 feet (approximately).

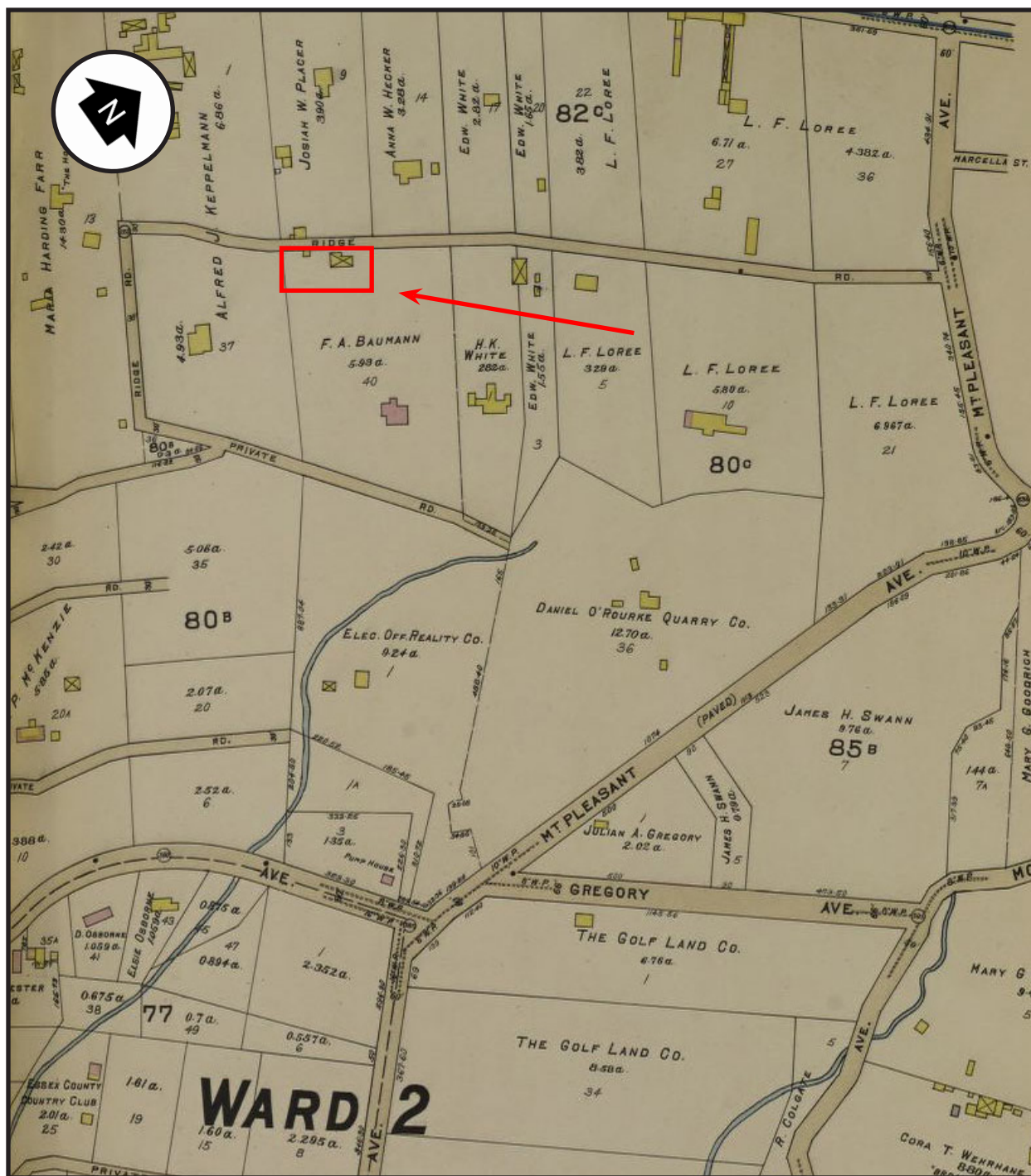


Figure 8. Sanborn Map Company. *Atlas of the Oranges*, Sheet 16. 1924. Property boundaries outlined. Scale: 1 inch = 415 feet (approximately).



Figure 9. Sanborn Map Company. *Maps of West Orange*, Sheet 49. 1939. Property boundaries outlined. Scale: 1 inch = 500 feet (approximately).



Figure 10. Sanborn Map Company. *Maps of West Orange*, Sheet 49. 1951 [1939]. Property boundaries outlined. Scale: 1 inch = 460 feet (approximately).



Site Plan and Photograph Key, Photographs 1-9.



Photograph 1. View of George V. Hecker Carriage house showing the front (west) elevation, view looking southeast (Photographer: Eryn Boyce, September 2020) [HRI Neg. #20054/D1:028].



Photograph 2. View of George V. Hecker Carriage House ventilator, view looking southeast (Photographer: Eryn Boyce, September 2020) [HRI Neg. #20054/D1:048].



Photograph 3. View of George V. Hecker Carriage House chimney, view looking northeast (Photographer: Eryn Boyce, September 2020) [HRI Neg. #20054/D1:040].



Photograph 4. Oblique view of George V. Hecker Carriage House showing the side (south) and rear (east) elevations, view looking northeast (Photographer: Eryn Boyce, September 2020) [HRI Neg. #20054/D1:038].



Photograph 5. View of George V. Hecker Carriage House showing the rear (east) elevation, view looking northeast (Photographer: Eryn Boyce, September 2020) [HRI Neg. #20054/D1:036].



Photograph 6. View of George V. Hecker Carriage House showing the side (north) elevation, view looking southwest (Photographer: Eryn Boyce, September 2020) [HRI Neg. #20054/D1:035].



Photograph 7. View of gabled dormer on front (west) elevation, view looking southwest (Photographer: Eryn Boyce, September 2020) [HRI Neg. #20054/D1:031].



Photograph 8. View of gabled dormer on side (north) elevation, view looking southwest (Photographer: Eryn Boyce, September 2020) [HRI Neg. #20054/D1:041].



Photograph 9. View of shed-roof hood above carriage doors on the front (west) elevation, view looking southwest. Note the original pattern slate shingles (Photographer: Eryn Boyce, September 2020) [HRI Neg. #20054/D1:030].



Photograph 10 Rockwood, George G. View of George V. Hecker House showing the front (west) elevation. 1860s. Source: Royal Institute of British Architects, LS 3363.



Photograph 11. Rockwood, George G. View of George V. Hecker House showing the side (north) and rear (east) elevations. 1860s. Source: Royal Institute of British Architects, LS 3363/1.