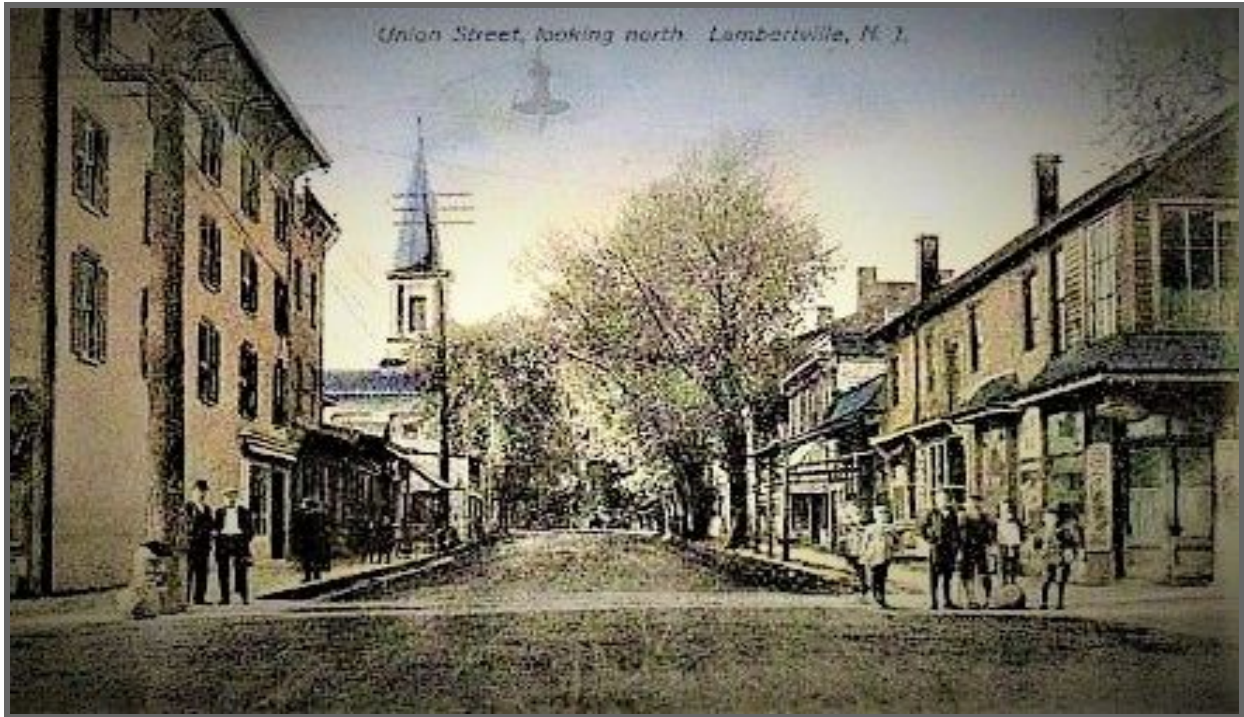

Lasting Influences of Pre-Twentieth Century Industrialization in Lambertville, New Jersey.

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North Union Street in Lambertville, c. 1910. (Photograph courtesy of Lambertville Historical Society)

Seminar: Senior History Capstone (Fall 2017)

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Early American Industrialization

The development of the United States was strongly influenced by the many trends and innovations in industrialization that emerged throughout the world during the eighteenth and nineteenth centuries, which has become known as the Industrial Revolution.¹ During this time, the United States' economy skyrocketed. The Industrial Revolution not only introduced many of the nation's early industries such as mills, transportation (canal and railroad), and manufacturing, but also ideologies, such as capitalism that still governs its economy.

Scholarly works on the Industrial Revolution have provided insight on how significant that era of industrialization was for the United State's infrastructure and economy and how towns and cities progressed from it. Though this benefits our understanding of how early industrialization shaped the U.S. and its current industries, it provides little insight on how early industrialization shaped the current industries of specific towns/cities.

This topic has become more relevant in recent years as those historical towns/cities started to decline by the twenty-first century. In response, some of those towns/cities dramatically changed themselves to accommodate modern markets/industries. Though this may sound like gentrification, and to be frank, sometimes it is. However, for one to immediately label a town's revival thus can be an oversimplification.

Therefore there needs to be a concept or methodology that can shed light, at least on a microcosm/local level, on how those towns and cities were influenced, both short and long-term, by the dissipation of pre-twentieth century industries such as, mills, transportation,

¹ Though now there is considered to be two Industrial Revolutions, the first ending around the start of the Civil War, and being about textile production and machines, while the second one began after the war and went to the early twentieth century, and was about transportation, manufacturing, and commodities. However, in this paper they will both be classified as the Industrial Revolution, or the era of industrialization.

manufacturing, and much more, especially when the town or city continued to thrive or maintain itself with the structures and impressions that were left behind by those industries.

Lambertville, New Jersey

The growth and development of America coincided with this era of industrial and economic progress, as seen in the pre-twentieth century attitude of Manifest Destiny. Though many of the eastern states such as Massachusetts, Rhode Island, Pennsylvania, and New Jersey to name a few, were influenced by industrialization during this time, there are towns and cities throughout Pennsylvania and New Jersey, especially along the Delaware River, that were erected and/or thrived from the implementations of industries, such as mills, canals and railroads; however, for many reasons the industries that emerged and/or thrived during that era did not last forever.

Located in central New Jersey along the Delaware River, no more than 20 miles from the state's capital of Trenton, there lies a small but resilient town by the name of Lambertville; and for the past 150 years Lambertville has been dramatically shaped by America's past phases of industrialization such as mills, canals, railroads, manufacturing, and much more. And though Lambertville certainly grew from those industries, "from 1860 to 1900, Lambertville grew from a town of 2,699 people living in 526 dwellings within a tenth of a square mile to a city of 4,637 people living in 1,139 dwellings within a square mile,"² many of those industries went into decline and dissipated from Lambertville in the early to mid- twentieth century.

² Sharon Bisaha, *In The Beacon Light: Lambertville, NJ 1860 to 1900*, (Self-published, Philadelphia, 2013) The author cited the census for 1860 and 1900.

However, in the 1970s and 1980s, Lambertville's City Government and Council revitalized the town by attracting new businesses and conducting urban renewal projects, which resulted in "the purchase of the Lilly Mansion that has been adapted to house the City library... The area became a mecca for carpenters, masons, plumbers, electricians, roofers, and architects, some starting new specialties in restoration. New business use often leads to demolition of buildings. Fortunately, in Lambertville, there has been ongoing, conscious appreciation of existing Victorian architecture and a desire to save it for future generations."³

Ever since, Lambertville, as well as New Hope - an identical and more eminent town located on the Pennsylvania side of the Delaware - has been known as a hub for the arts, tourism and travel, and historical attractions, to name a few. And one will quickly pick up on the town's quaint aspects by walking past Victorian and English colonial style houses, old factories, or maybe while having dinner and/or shopping in a renovated old train station (or if in New Hope, one would be riding a nineteenth century train), old factory, or some other renovated industrial structure. These experiences certainly do a good job of connecting Lambertville's industrial past with its present; however, analyzing the history of the town with an emphasis on its industrialization aspects can provide a far better understanding of how past industries that the town served influenced the ones it currently does.

³ Lambertville Historical Society, "History of Lambertville," accessed December 12, 2017. <http://lambertvillehistoricalsociety.org/history/>

Industrial Agency

Industrial agency occurs when an institution, such as a town, city, or community, implements and alters aspects of its foundational structure, such as architecture, industry, and infrastructure, to adapt to different phases of industrialization that it (or its host country) experienced over time, especially when those aspects are still utilized today. Examining history with an emphasis on industrial agency can shed significant light on how past phases of industrialization influenced and fashioned the structure of a town or city and the industries that they serve (then and now). Sometimes it's easier to define something by describing what it's not as well; industrial agency does not attempt to provide (as with any concept or methodology in history) a "final" or "complete" history of a town and/or industrialization. Nor does the concept of industrial agency intend to disprove previous interpretations of history; instead, it attempts to provide a better understanding of a town's current structure and industries, by connecting the town's own history with that of industrialization.

This paper will illustrate the concept of industrial agency through the industrialization history of Lambertville. Today, Lambertville and New Hope are known as quaint, picturesque towns that attracts tourists year round for their historical value, fine dining, shopping, and lodging. Though this can certainly be attributed to the town's beautiful setting along the river and amid rolling hills, it may also be attributed to the town's rich history of industrialization that served industries such as canals, railroads, factories, taverns, shops, and much more. Though many of those industries dissipated from Lambertville and New Hope before the turn of the millennium, the two towns revitalized their industrial aspects at the turn of the twentieth century to thrive in industries, such as the arts, tourism and travel (which is New Jersey's 8th largest

industry, real estate being the first, which Lambertville's industrial past has certainly benefited; however, that subject is a whole different paper in itself).

But the reader should not mistake industrial agency as a closed or predetermined system. The future contexts of industry cannot be predicted, therefore industrial agency has had to work in an improvisational manner to thrive. Also, in certain instances industrial agency evolves and becomes even more beneficial as time goes on. For example, Emanuel Coryell catered to and significantly assisted Washington during the Revolutionary War, which benefited Lambertville (though not named that yet) after America became independent (not to mention New Jersey is thought to have been one of the more loyalist colonies, its governor in 1776, William Franklin [Benjamin Franklin's son] remained loyal to England). The town received favorable impressions from the first President of the United States,⁴ however, to this day the Revolutionary War still benefits industry in Lambertville (tourism) as the city is a historical landmark and adds to the town's rich historical awareness.

This narrative will start when Lambertville made its first major industrial breakthrough with Coryell's Ferry in 1733, and cover the town's subsequent expansion in industry until the beginning of the twenty-first century. Ultimately, this narrative will illustrate how Lambertville's initial industrial agency (from its origin in 1733 to mid- 19th century) formulated the town's foundational structure (i.e..development of the town's roads, canals, housing, factories and businesses, etc.), while the town's later and contemporary industrial agency (early 19th century to present) expanded, revitalized, and adapted those same foundational structures to satisfy the different industrial contexts it faced.

What exactly do I mean when I say industrial contexts? Industrial context refers to the influences, environment, and demands in industry of a specific time. For example, the industrial

⁴ Sarah Gallagher, *1703 - 1903: Early History of Lambertville, N.J.* (Trenton: MacCrellish & Quigley, 1903).

context of Lambertville at the turn of the 18th century was predominantly fueled by the development and use of transportation systems such as the ferry, canal and railroad. Some aspects of Lambertville adapted naturally to industrial contexts; for example, its location as a halfway point on the trip between Philadelphia and New York City has always benefitted industry in Lambertville and New Hope, as the two towns (Lambertville House and Logan Inn, New Hope) have accommodated travelers and artists from between Philadelphia and New York since the days of horse and wagon. Before the turn of the millenium, Lambertville and New Hope's transportation and manufacturing industries thrived from the two cities, while their industries of travel and tourism thrived after the millenium.

What makes this concept so significant is that it relies on prior research about the influences and circumstances of its topic, something that historical narratives often neglect, according to Green and Troup in "The houses of history."⁵ Just like the many other concepts and methodologies for studying history, the concept of industrial agency needs to heed other examinations and interpretations of its subject's history to make sure the interpretation that it provides does not omit significant influences.

For now, it seems that industrial agency benefits our understanding (of history) most when it is applied to the history of a town or business; however, through time and refinement, it could evolve to better suit other things such as cultures (or even cultures that found a niche in foreign land, such as the various culture districts in America [Chinatown, Little Italy, etc.]), countries (specific eras, or overall), religions, and much more.

The narrative also has some structuralist aspects to it, as the concept of industrial agency is used to explain the development of Lambertville and how it came to be what it is today. Although this concept involves repetition and cycling (reusing and revitalizing structures

⁵ Anna Green and Kathleen Troup, *The houses of history* (Manchester U. Manchester 2016) pg. 237

such as factories and railroads) it is not a closed system as the influences and context of Lambertville's industrial agency are not repeated like a cycle (i.e., structures were not revitalized for their original purposes). In other words, just because Lambertville's industrial agency works like a cycle (i.e., town thrives on specific industry, various influences eventually cause specific industry to decrease or die, town finds way to thrive on new industry with previous environment/structure), it does not work in a cycle as the context and influences of the town are constantly changing.

An aspect of industrial agency that can become complicated is establishing the accurate influences and driving forces. It must be understood that the concept of industrial agency cannot accurately benefit our historical understanding of something unless there is already scholarly research on the subject (town, city, or business) and the influences that shaped them (industry, social, political, economic influences). Also, though, industrial agency interpretations require the use of primary sources. Secondary sources (usually written decades or centuries later) are essential for this concept as they explain the specific influences and contexts that enabled the industrial agency to occur.

Initial Lambertville Industry

In the late eighteenth and early nineteenth centuries, Lambertville was able to utilize its location along the Delaware River and Old York Road (a path built in the early eighteenth century that connected Philadelphia, to Elizabethtown, New Jersey, which in turn connected to New York City by ferry; now, it is broken up into several roads such as NJ 179 and US 202) by developing infrastructure such as canals and ferries, railroads, and factories. However, as history has shown us, America's economic, social, political, and environmental influences have often changed drastically; thus, a town or city could not thrive on, or more importantly, maintain itself on a certain resource or industry forever. Yet, this is where industrial agency can be useful, as it can help explain how towns such as Lambertville and New Hope, which were built within the context of early industries such as transportation and manufacturing, were able to thrive long after those industries dissipated from their environment.

The first sign of industry in Lambertville was construction of a ferry in 1733. This ferry connected to New Hope, and was the foundation for the construction of that town's canal and railroad, which transported resources and goods such as coal, rubber, paper, metal etc. At the time, both towns were called "Coryell's Ferry" and had inns and taverns that served as the "mid-point on the two-day journey between New York and Philadelphia."⁶

In 1732 Emanuel Coryell bought a section of land that is now the southern end of Lambertville and a year later was granted a patent by King George II to operate a ferry "for the conveying and transportation of passengers, horses, goods, wares, and merchandises, with ye liberty of taking and receiving such sum and sums of money."⁷ This ferry connected to Well's Ferry in New Hope, and was used not only by locals but also by businesses to transport goods between New York and Philadelphia markets. In many ways, Lambertville and New Hope

⁶ LHS, "History of Lambertville"

⁷ Alfred Petrie, *Lambertville New Jersey from the beginning as Coryell's ferry*, (New York Historical Society, New York, 1949 revised 1970), pg. 27

progressed simultaneously throughout the years as both towns developed factories, canals, and railroads around the same time, and later used those structures to serve their evolving industries, as noted with New Hope's transformation of its old grist mill into the Bucks County Playhouse theater in 1939, which thrives to this day (excluding the brief period it was closed from 2010-12) as "an incubator for Broadway."⁸

Coryell's Ferry paved the way for the implementation of canals and railroads. In the 1830s canals were built across the eastern United States, and thrived on the transportation of goods and resources such as rubber, spokes, and coal, peaking in the post-war years. Many of those goods such as rubber, paper, and spokes were even manufactured in Lambertville factories during the mid to late nineteenth century; during the Civil War Lambertville's spoke factory started manufacturing entire wheels (as opposed to just the spokes as before) and "supplied most of the wheels which moved the supplies and guns of the Union army."⁹

As mentioned before, the mid- to late nineteenth century was when Lambertville significantly grew due to its industrialization. During this era Lambertville implemented other infrastructures and structures, such as main roads, side streets, and store fronts. And their heavy and increased use, not to mention the frequent complaints from local residents, prompted Lambertville City Council to pave all their roads by the 1890s. Also, bicycle riding became a popular hobby during this time and Lambertville bicycle enthusiasts set up a "good road" committee to ensure the town maintained bicycle-friendly streets. The "good road" committee made changes to Lambertville's streets that are still present today, such as bike lanes on the main roads (a result of a bill that the committee pushed through in 1898), or the weekly "street scrapers" who scraped mud off the roads every week (now the streets are cleaned by a street

⁸ Bucks County Playhouse, "Bucks County Playhouse History," accessed December 12, 2017, <http://bcptheater.org/about/history/>

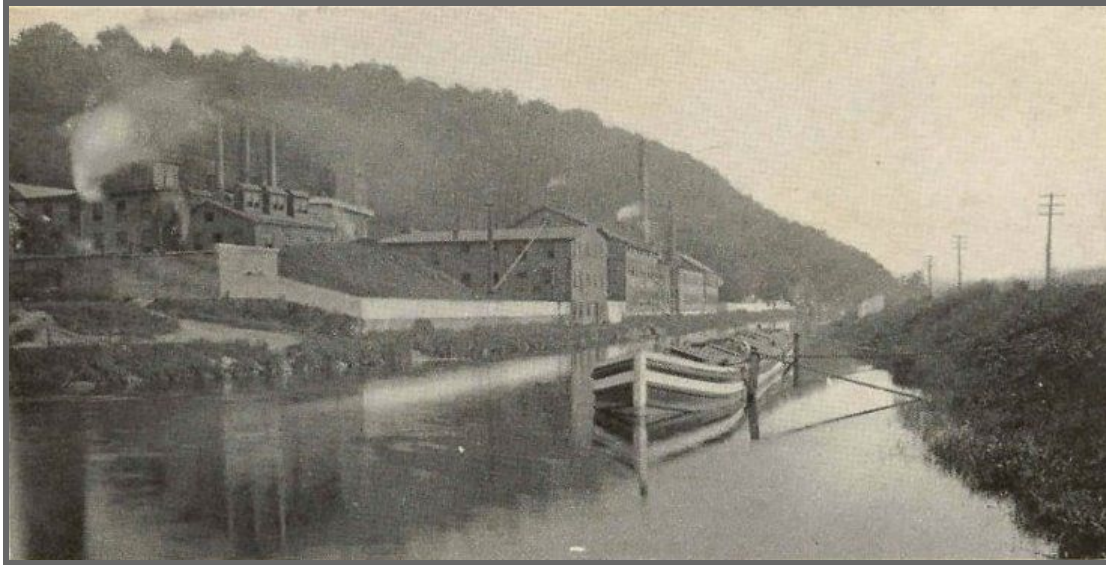
⁹ Petrie, *Lambertville from the beginning as Coryell's ferry*

sweeper every week), not to mention the several contemporary bicycle clubs and committees that dedicate themselves to maintaining Lambertville's bicycle-friendly atmosphere.¹⁰

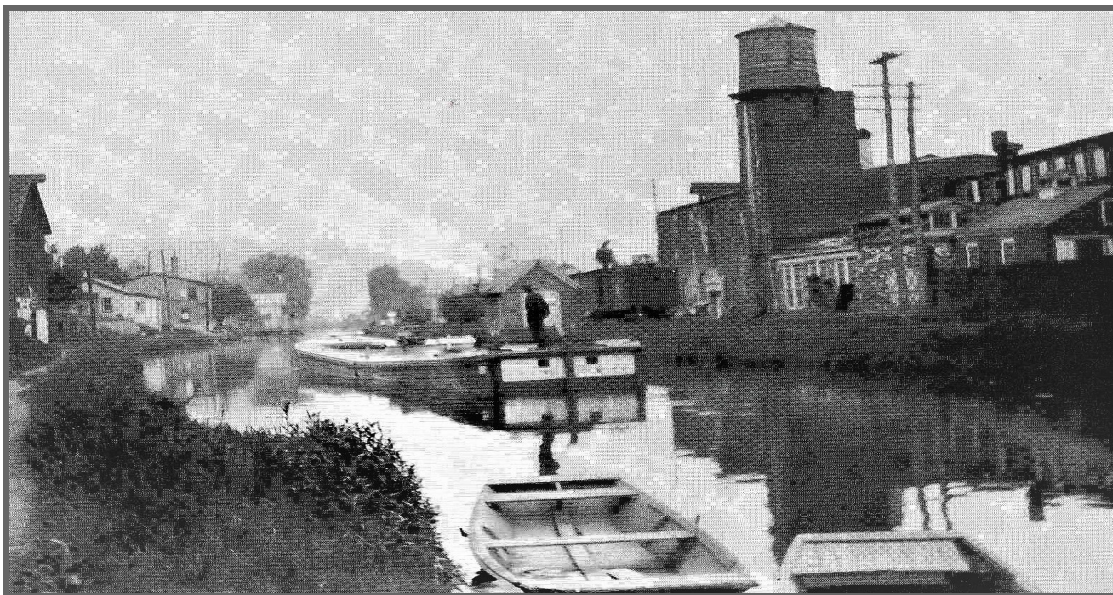
Shortly after the turn of the nineteenth century, the canals in Lambertville and New Hope started to decline; however, thanks to the town's other industries, such as railroads, factories, and mills, industry was kept alive in Lambertville and New Hope well after the canal ceased operations in 1932.¹¹ In the years after the canal closed it was left unattended to be used for various leisure and not-so-leisure activities such as boating, fishing, and bootlegging.

¹⁰ Bisha, *In the Beacon Light*, 20-24.

¹¹ Delaware and Raritan Canal State Park, "D & R Canal Timeline of Events," *D & R Canal History*, accessed November 10th 2017, <http://www.dandrcanal.com/timeline.html>



Lambertville Rubber Works c. 1910. Now currently the LaceWorks building, which consists of various types of shops and studios.¹²



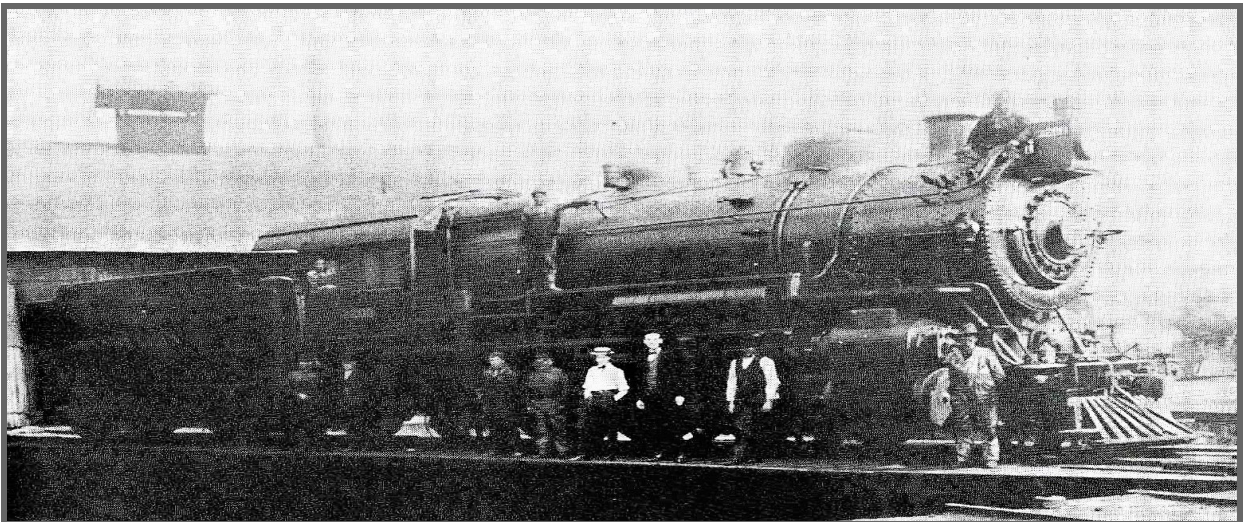
Lambertville canal and railroad factory 1920.¹³

¹² James Mastrich, Yvonne Warren, and George Kline, *Images of America: Lambertville and New Hope* (New Hampshire: Arcadia Publishing, 1996)

¹³ *Ibid.*



The Lambertville Spoke Manufacturing Company (building on the right, now an art studio).¹⁴



Locomotive on turntable in Lambertville. The turntables were used to repair and transfer the engines.¹⁵

¹⁴ Ibid.

¹⁵ Ibid.

Lambertville Revitalized

By the 1970s, local residents and government made efforts to renovate and maintain the canals, much as they did with the many other remnants of industrialization, to accommodate more modern industries such as travel and tourism; and in 1974, the state of New Jersey established the 60-mile-long Delaware and Raritan State Park. Today, the canals in Lambertville and New Hope complement the towns' scenic beauty and industrial quaintness; a scenic stroll down the canal paths of Lambertville or New Hope is now just one of the many aspects/activities that fuel its industry of travel and tourism.¹⁶

During the early twenty-first century, New Jersey increased its efforts at attracting the travel and tourism industry. Over the past ten years, the state of New Jersey has conducted studies on its "tourism impact" and "overnight leisure visitor profile," and published them on visitnj.org to "help the promotion of tourist destinations in your area, special events and vital research in various sectors of the tourism industry."¹⁷ And though Delaware River towns only make up roughly ten percent of New Jersey's tourism industry (Atlantic City and Shore destinations make up roughly seventy-five percent, and "Gateway" destinations, North Jersey close to New York, roughly make up another fifteen percent) they certainly were involved with the state's efforts to bring in that industry in suitable areas.¹⁸

¹⁶ C.P. "Bill" Yoder, *Delaware Canal Journal: A Definitive History of the Canal and the River Valley Through Which it Flows*, (Bethlehem, PA: Canal Press Inc, 1972), 67-68

¹⁷ The State of New Jersey, "New Jersey Tourism Research and information," accessed December 10, 2017, <http://www.visitnj.org/new-jersey-tourism-research-and-information>

¹⁸ Adam Sacks, "The New Jersey Tourism Satellite Account: A Comprehensive Understanding of the Economic Contribution of Travel & Tourism in the State of New Jersey." *Global Insight*, June 2004. <http://www.visitnj.org/sites/default/master/files/NJTourismEconomy2003.pdf> Though these numbers were from 2004, they remain relatively constant throughout the years, with the exception of minor changes that are not worth mentioning.

Another example of Lambertville's industrial agency, though more distinctive than the others, is the town's annual Shad Fest. If you are familiar with Lambertville and New Hope, you may have heard about the bizarre-yet-prospering festival that celebrates the migration of the American Shad, a fish belonging to the herring family. However, if you are local to one of the towns like myself, you might cringe at the thought of the tumultuous event. Although those feeling are only due to the overwhelming traffic, crowds, and overall congestion of the towns during the event, in actuality, the festival is very lucrative for various business in the two towns such as dining, lodging, theater, and much more.

Yet, there are more ways Shad Fest can illustrate industrial agency. Shad was once a thriving industry in Lambertville and New Hope during the later half of the nineteenth century. Many fisheries were located in the two towns and caught their fish along the banks. Take the Lewis Fishery for instance, a family owned and run fishery in Lambertville that has provided the town with shad for nearly one hundred years. However, the shad fish started to dissipate drastically and eventually vanished in the 1940s and 50s due to heavy pollution in the Delaware from the industrialization of not only Lambertville, but also other prominent cities such as Trenton and Philadelphia. Yet, thanks to the petitioning efforts of Fred Lewis, the owner of the Lewis Fishery at the time, pollution was reduced in the Delaware and the shad returned by the 1960s, with the Lewis Fishery being the last fishery on the upper Delaware. However, the fishery claims the work is now part -and more about tradition than it is about income, as the shad industry is not as thriving as it once was.¹⁹

The festival was instituted in the 1970s to celebrate both the return of the American Shad in the Delaware River and the anticipated rebirth of Lambertville (although there were

¹⁹ Vicki Hyman, "Lambertville family keeps shad business alive in N.J.," N.J. Advanced Media, April 21, 2010, http://www.nj.com/news/index.ssf/2010/04/lambertville_family_keeps_shad.html

already signs of its rebirth through the D&R canal park, it was still in its early stages of revitalization).

This was the beginning of Lambertville's rebirth, as one of the town's most popular restaurants, the Lambertville Station and Inn, emerged shortly after. The Lambertville Station and Inn is renowned (aside from its food) for its rustic cozy-yet-bustling atmosphere. However, Lambertville Station was not always a restaurant and inn. The building was constructed in 1874 and served as the Lambertville Depot stop on the Belvidere Delaware Railroad line until that line was discontinued and the depot was forced to close in 1960.²⁰ Then about twenty years later, Dan Whitaker and his associates reinvigorated the old depot into the Lambertville Station and Inn, which thrives to this day as seen by its four-million-dollar expansion program in recent years.²¹ As one could probably guess, the restaurant does not try to hide the fact that it once actually was a station; the old track and train cars sit along the outdoor seating area, which provides a rustic-yet-modern setting that adds to the town's ambiance, not to mention that it is located in the heart of town and is a significant accommodator of Lambertville tourism.

For nearly ninety years the Lambertville Depot was a bustling train station that thrived in the transportation industry, and for the past near thirty-five years the Lambertville Station and Inn has been a bustling restaurant and Inn that has thrived on the travel and tourism industry. Or take New Hope's similar example: the town train station was also struggling in the early twentieth century until it was bought and altered to serve the travel and tourism industry by the 1980s (the New Hope and Ivyland Railroad).²²

²⁰ Although this was the year the Belvidere Delaware Railroad Company closed, the Bel-Del and Pennsylvania RR industry (especially with small stations with local trolleys) was in decline since the early twentieth century.

²¹ Erica Lamberg, "Lambertville Inn expands with guests in mind" *Central Jersey* (2014) <http://www.mycentraljersey.com/story/news/local/hunterdon-county/2014/12/22/lambertville-station-inn-expands/20639263/>

²² American-Rails, "New Hope and Ivyland Railroad" accessed December 10, <https://www.american-rails.com/nhrr.html>

And these are not the only instances where one of the town's old industrial structures were repurposed into a benefactor to the travel and tourism industry; Caffè Galleria in Lambertville, originally a house, was turned into a restaurant/art gallery in 1995.

Art was also an industry that certainly influenced Lambertville and New Hope, then and now. Though there seems to be a resurgence of art in Lambertville and New Hope in recent years, art has thrived in the two towns for the past two hundred years due to its scenic beauty along the Delaware River and amid the rolling hills of upper Bucks and lower Hunterdon counties. Which is exactly what brought artist like William Lathrop, Edward Willis Redfield, and Daniel Garber, who initiated Pennsylvania Impressionism and turned New Hope into an art colony during the early twentieth century. The art colony era certainly shaped the two towns. The aforementioned Bucks County Playhouse in New Hope is an excellent example; its original mill structure was turned into a theater during the 1930s and thrives to this day. Artists flocked to Lambertville during this time as well. According to the research of Colleen Pritchard, a former Drexel student with a Masters in Art, during the early and mid-twentieth century "creative individuals and Bohemians moved in due to low rents and created an attractive community that had character and authenticity. This attracted consumers who patronized the community businesses and eventually moved into the area."²³ Pritchard examined how New Hope and Lambertville, as we know them today, were influenced by its artistic past, which was ultimately influenced by the towns' industrial past. For example, Pritchard examined why many artists flocked to New Hope and Lambertville and why the two towns seemed to flourish afterwards, which led her to realize that the decline of overall industry for the two towns resulted in many infrastructures and structures, such as the train stations, factories, mills, and much more, to become cheap and have low tax rates.

²³ Colleen Pritchard, "How New Hope, Pennsylvania and Lambertville, New Jersey Emerged as Art Destinations," (MA thesis, Drexel University, 2012), 53.

Pritchard also pointed out that not everyone was thrilled with Lambertville's rebirth. In her research she discussed how some interpreted the transition as gentrification. Gentrification was a rising trend in the 1990s where "once-depressed towns have transformed themselves, sometimes with professional advice, into magnets for lovers of expensive, creative merchandise and historic architecture."²⁴ This was most noticeably seen in New York towns along the Hudson River, such as Cold Springs and Piermont.

According to Pritchard, the results of gentrification are that "the average income of the area rises and family sizes decrease or people simply leave, edged out by higher prices and taxes." This can certainly apply to Lambertville, as property value and taxes have risen throughout the past twenty years (3% since 2013)²⁵ not to mention that during the town's rebirth, the non-white and native (to Lambertville) population decreased.

Yet, to label or interpret the process or transition of something (in this case, Lambertville's rebirth) as something else (gentrification) due to the fact that they display similar characteristics (tax increase, decrease of family residents, residents of color, etc.), is a mistake that happens far too often in history. Though Lambertville does accommodate to the "taste" of the middle class with restaurants and shopping, not every structure and aspect of the town has been adapted for the middle class. For example, Lambertville's social service, Fisherman's Mark, which for the past thirty-six years has served the "needs of vulnerable populations in our

²⁴ Lisa Foderaro, "The Region; In Some Places Gentrification is a Weekend Guest," *The New York Times*, October 28 1990, <http://www.nytimes.com/1990/10/28/weekinreview/the-region-in-some-places-gentrification-is-a-weekend-guest.html>

²⁵ Michael Symons, "NJ property taxes keep rising: See how high in your town," *My Central Jersey*, February 3 2015, <http://www.mycentraljersey.com/story/news/2015/02/02/new-jersey-property-tax-increases-by-town/22770585/>

(Lambertville) area: seniors, individuals living with disabilities, the local immigrant population, low income families, the unemployed and underemployed.”²⁶

Though the native-born population as a whole was not completely displaced during the town’s revitalization, its African-American population significantly decreased. This is an certainly an aspect worth investigating, and can certainly provide insight on how divisions of race, class, and/or wealth are formed in recently revitalized towns/cities. An article that examined how the gentrification of a small town affected its race distribution sheds some light on the case. In “The Invisible Segregation of Diverse Neighborhoods,” the author examined how the race populations in Mount Rainier, a small Maryland town, were affected by the influx of certain races. “Throughout the 20th century, neighborhood demographic change occurred in a depressingly predictable fashion. As black families started moving to an area, white families fled with grim efficiency. Neighborhoods across the country flipped from nearly all-white to nearly all-black in the span of a decade. Mixed-race communities were rare.”²⁷ The author used the term “microsegregation” to describe the town’s current situation; there is some diversity, but segregation in regard to housing.

Though Lambertville seems to show signs of microsegregation, it is difficult to judge how the town formed its lines in race and wealth. To be clear, there is no (at least openly) racial sentiment or attitudes from the community. In fact, the residents of Lambertville are typically liberal left-leaning, and welcoming of other cultures and races as evidenced by the town being a sanctuary city for immigrants; and not to mention that practically every front yard/window has a “hate has no home here” sign (or one of a similar nature), which is characteristic of Lambertville and New Hope going back centuries as the area was first founded and inhabited by Quakers.

²⁶ Fisherman’s Mark, “About Us: Help when Help is Needed,” accessed December 10, 2017, <http://fishermansmark.org/about-us/>

²⁷ Jake Blumgart, “The Invisible Segregation of Diverse Neighborhoods,” Slate Magazine, July 24 2017, <http://www.slate.com/business/2017/12/elon-musk-either-hates-mass-transit-or-doesnt-get-it.html>

But yet, it is a different story when one looks at the statistics of political party affiliation. In the last presidential election fifty-four percent of Lambertville voted for Donald Trump. This is why it can be difficult to analyze how the town situates itself with race and wealth. If the people of Lambertville want to welcome and protect immigrants in this country, then why did the majority of them vote for a man who frequently emphasized deportation on the basis of race or religion? As mentioned earlier, the concept of industrial agency does not attempt to explain how a town's current population was influenced by its past, just how its current industries were. However, that is not to say that that topic is not worth investigating, as it certainly is, this paper just took a different path.



This is just one of the many displays of anti-Trump sentiment in Lambertville. The sign reads:

“Xenophobia,
Homophobic,
Misogynist,
Racist,
Bloviator,
... Yes!
President? No!
Drumped”

Conclusion

Throughout Lambertville's history, the town has always seemed to adapt to the changes in industry; this not only kept the town surviving for over 200 years, but also gave it the characteristics (rustic quaintness, historical significance) that make it so popular today. Lambertville has almost always found the industrial means to adapt to this nation's (in no particular order) economic, social, political, and environmental influences. Some of the industrial agency that Lambertville experienced is readily noticeable, such as the developments of canals and railroads due to its location on the river. However, some of the ways are more complex and need to be examined through a wider scope of time. For example, the town has preserved and/or restored some of its early structures such as Coryell's house (where Washington and his troops lodged) for their historical, not industrial, significance, yet those structures eventually do come to serve an industry, tourism.

As one may surmise, the main element of industrial agency is to examine how initial industrialization created a foundation that eventually served other industries that were much different from the original. However, industrial agency, much like any other methodology that is used to interpret history, does not base its interpretation on only one element of its subjects; examining industrial agency can only be achieved when there are secondary sources on the history of the town and industrialization. It was the work of Bisaha and Pritarch that facilitated the contextual understanding of Lambertville and New Hope's early industries. Bisaha's research on the copies of the *Lambertville Beacon* was what provided insight, aside from their implementation, as to how influential the canals and railroads were in shaping Lambertville in the nineteenth century. For example, though analyzing the history of just the United States'

industrialization (canals, railroads, etc.) can benefit one's understanding of how it shaped the nation's infrastructure and structures, Bisaha's analysis is far more beneficial to that understanding as it examined each of those industries in a Lambertville-specific context.²⁸ It was Bisaha who connected the aspects of American history such as social, political, and economical influences that shaped Lambertville's industrial history. For example, Lambertville's hairpin factory closed in the 1920s due to the increased popularity of the "bob" haircut, which did not need hairpins. It was also the work of Pritchard that provided an understanding, besides that of the scenic beauty, as to why artists have always flocked to New Hope and Lambertville, significantly shaping the flourishing art community that the two towns still have today. This certainly facilitated Lambertville's revitalization in the late twentieth century and is an industry that the town still serves today.

This historical analysis of remaining industrial structures was also tremendously benefited by the pictures in *Images of America*, where the authors provided a similar interpretation about Lambertville's industrial past:

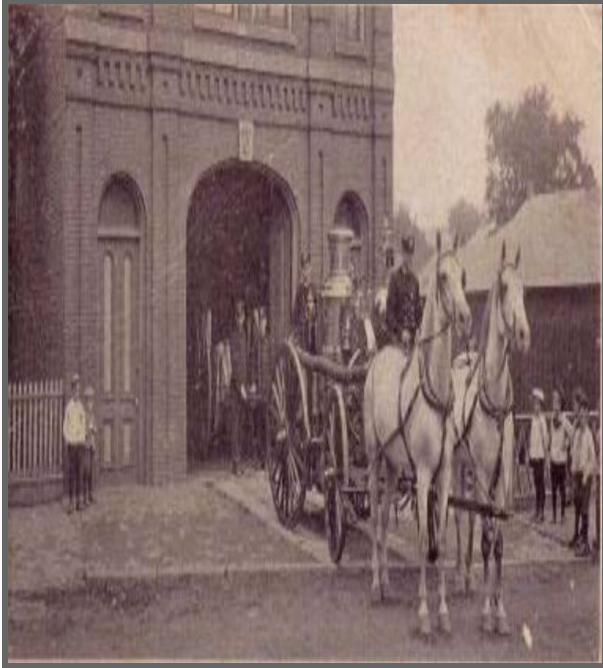
"Because the Lambertville and New Hope area has been a transportation hub from the days of horses and carriages through to the days of the automobile, it has also been an ideal location for industry to both thrive and evolve. Through the photographs of this chapter we follow the progression from an agrarian and commercial economy through the Industrial Revolution and on the diversification that took place in the early twentieth century. Over time, the nature of the communities has changed as different industries have come and gone but all of the commercial activities and changes contributed to laying the foundation for what is now a very pleasant place to live."²⁹

Below are a few images from that book, for each historical image a contemporary version that illustrates how Lambertville's foundation of industrialization served the town well after its structures' initial industry died away (at least for Lambertville).

²⁸ In Chapter 5: Businesses and Manufacturing that is, her overall analysis is on Lambertville's history.

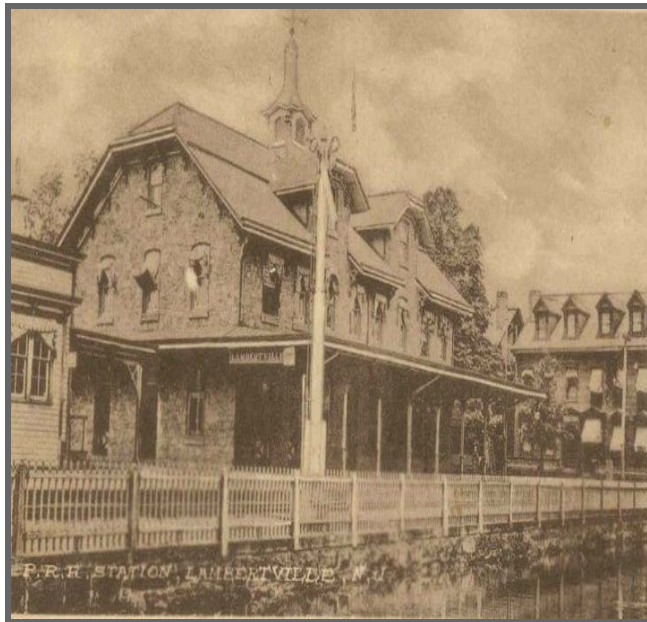
²⁹ James Mastrich, Yvonne Warren, and George Kline. *Images of America: Lambertville and New Hope* (New Hampshire: Arcadia Publishing, 1996)

Lambertville, Then and Now



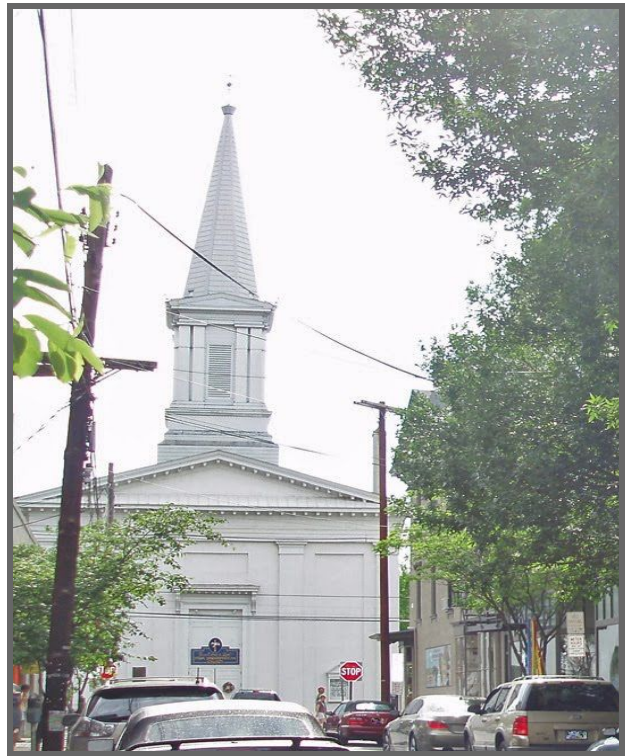
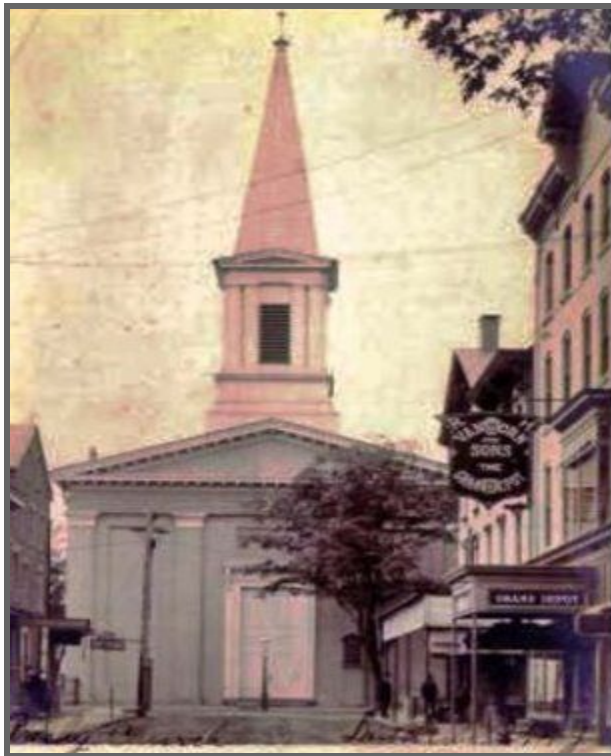
Lambertville Hibernia Fire Company (left), now where Fisherman's Mark operates (right).³⁰

³⁰ West Jersey History Project, "Historic Images of Hunterdon County," accessed December 11, 2017, <http://www.westjerseyhistory.org/images/hunterdon/lambertville/> (for left picture)



(Above) Lambertville train depot c. 1906 (left) and the Lambertville Station and Inn (right).³¹

(Below) Lambertville's First Presbyterian Church then (c. 1910) and now.³²



³¹ Ibid. (for left picture)

³² ibid



Union Street 1930s (above) and now (below).³³



³³ Ibid. (for first image.)

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