The Paterson Coat of Arms was adopted during the term of John Ryle, elected Mayor in 1869. Ryle furnished both the rendering and Latin motto, Specie Labor: meaning "With Hope and Labor." The man in the center is planting a mulberry tree symbolizing the silk industry, which brought both fame and fortune to Paterson.

POINTS OF INTERESTS

1. The Paterson Museum/Rogers Locomotive Erecting Shop (c. 1871).
2. Rogers Locomotives Works Administration Building (c. 1881).
3. Vanhoе Wheelhouse (c. 1840).
4. Raceway System - Upper Park Area and Spillway (c. 1872-1838).
5. Great Falls Historic District Cultural Center.
6. Hudson's Overlook Park & Hamilton Station (c. 1903).
7. Gatehouse for Upper Raceway (c. 1846).
8. S.U.M. Dam (c. 1838) controls water flow to the hydroelectric station.
9. Arch Bridge (c. 1888) and Pedestrian Bridge (c. 1984-85).
11. Rosedale Castle rises to 130 ft. with layers of sandstone and lava (also known as Paterson's Palisades).
12. Site of Samuel Colt's Gun Wk. (c. 1853) Temporarily Stabilized.
13. Passaic Street Bridge (c. 1859).
14. Daniel Thompson House (c. 1832) and John Ryle House (c. 1833). Thompson manufactured cotton and Ryle is credited with bringing the silk industry to Paterson.
15. Former Thomas Edison Illuminating Station (c. 1894) and end of the Raceway system.
PATERSON: PAST, PRESENT, AND FUTURE

PATERSON IN 1853. View looking south from cliffs above Valley of the Rocks

IN 1976, PRESIDENT GERALD FORD visited the Great Falls and declared the area surrounding the waterfall a National Historic Landmark District. Former New Jersey Governor James McGreevey visited the waterfall and announced the adoption of the Great Falls area as a New Jersey State Park on October 21, 2004. Since then, with the perseverance of former Paterson Mayor and present Congressman Bill Pascrell, Jr., the Great Falls and thirty-five surrounding acres is now designated as a National Historical Park. On March 30, 2009, President Barack Obama signed the Paterson Great Falls National Historical Park Act as part of the Omnibus Public Lands Act.

The area known today as the City of Paterson was settled in 1679 by Dutch settlers. Yes, it was not until 1778 that the extraordinary power generating potential of the Passaic River was recognized. Long before the colonists united and declared their independence, travelers and visitors flocked to Acquackonock, the homeland of the Leni Lenape, to view the breathtaking beauty of the falls.

The Cataract, the waterfall falls into a formation of basalt (solidified lava). Watching the rushing of the water from the river drop more than 70 feet into the chasm one can appreciate why Paterson's forefathers thought of an industrial city here - abundant racing water to spin waterwheels, important mineral and brownstone in the basalt, iron mines a few miles north in Ringwood, easy access to the ports of New York City and Newark, and a fertile valley. Little more was needed for a planned industrial city to flourish in this area.

In 1791, the Society for the Establishing of Useful Manufactures, the S.U.M., was organized with the help of Alexander Hamilton and the blessing of New Jersey's second Governor, William Paterson. In 1792 the first Dutch village at the base of Morris Mountain (the area adjacent to the falls) became Paterson, the first planned industrial city in the United States and "The Cradle of American Industry.""
GREAT FALLS HISTORIC DISTRICT CULTURAL CENTER
65 McBride Ave. Ext., Paterson, NJ 07501
1-888-GRT-FALLS
or 973-279-9587
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www.patersonnj.gov

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The CATARACT the water falls into is a formation of basalt (solidified lava). Watching the rushing water of the river drop more than 70 feet into the chasm one can appreciate why Paterson’s forefathers thought of an industrial city here. Mt. Iron River Mill (on the right) has a history of almost 150 years with the sawmill and on the left are the Iron River Mill (on the right) hours of operation. Paterson became the first planned industrial city in the United States and “The Cradle of American Industry.”

THE S.U.M. realized it was advantageous to lease land and also supply power. With this, the first hydraulic system was designed, the “Raceway” system, which raced millions of gallons of water past the mills daily to turn the wheels of industry.

THE ABUNDANCE of inexpensive energy provided by the raceway system attracted many creative men and women to Paterson including immigrants seeking work in the flourishing mills and factories. Here were a saw mill, a roll mill, foundries, cotton-spinning, weaving, bleaching/dyeing, finishing shops, machine and tool works, paper mills, breweries, hemp and jute mills, the Colt Gun Mill, locomotive factories, silk mills, linen mills, chemical plants (including the first chemical bleaching in the world), clothing factories, ribbon and lace manufacturers, machinery factories and, in more recent years, Wright’s Aeronautical Corporation, which was a major industry in Paterson during World War II. The Wright Whirlwind J-5 engine for Charles Lindbergh’s Spirit of St. Louis and its 1927 cross-Atlantic flight was built at their Paterson plant.

Paterson is also the home of the John Holland subma- rine, the first modern underwater boat that could be used as a weapon. Holland tested his first submarine in the Passaic River just above the Great Falls. Holland’s first submarine is on view at the Paterson Museum.

Bridge over Upper Raceway to Old Stone Road

MORE THAN 12,000 LOCOMOTIVES were built in Paterson, including the Sandusky — the first American locomotive built by Thomas Rogers in 1837. The Sandusky was also the first locomotive built in the United States from parts at the United States. For nearly fifty years the locomotive industry prospered in Paterson, employing thousands of workers. Engine 299, the last of 100 locomotives made here to help build the Panama Canal, was brought home to Paterson in 1899 and graces the entrance to the Paterson Museum. This 1906 engine and tender is 63 feet long and weighs 80 tons.

The Gatehouse (c.1846) & Raceway Park is where the raceway system begins and travels throughout, the Great Falls Historic District. The raceway brought water to each of the mills that housed waterwheels and turbines. The gatehouse regulates the amount of water from the Passaic River into the raceway. The raceway is a three-tiered system that began in 1792 as a single canal and expanded into a complex system by 1838 as industry in the mill area grew. Between the tiers are spillways that allow water to travel into the next level.

Pierre Charles L’Enfant, architect and designer of Washington, D.C., designed the first plan for the raceway system. This early design was modified by Peter Colt and operated from 1794 to 1799. By 1800 it became evident that the raceway was too short and would have to be extended to provide water power for more mills. A middle race was built soon after 1800 that supplied the Essex Mill (located on the northwest side of Mill Street) and then the lower race, which runs along Van Houten Street.

In the late 1820’s, the S.U.M. undertook a major realignment of the upper race. A new upper raceway was routed around the tip of the island so that water could drop into a parallel trench below, which connected to the new middle raceway. By 1835 the S.U.M. raceway system had fully adjusted to the growing mill district. Though no longer used to power industry, most of the 1838 canal system has been preserved as a visual reminder of the role Paterson played in the newly formed nation’s desire for industrial independence.

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And by the Koar-George Publication Award through the City of Paterson Historic Preservation Commission.

VISIT THE OFFICIAL CITY OF PATERNON WEBSITE AT: www.patersonnj.gov

DIRECTIONS

ROUTE 80 WEST:
EXIT 57 B-A. Follow signs for Downtown Paterson. Make 1st left at Clancy Street. Turn left onto Market Street. The Paterson Museum will be on the right. Go to and turn right onto Spruce Street. Continue one block. The Cultural Center is on the right at the corner of McBride Ave. Ext. and the Great Falls is directly across the street.

ROUTE 80 EAST:
EXIT 57 F to Grand Street and turn left. Turn right onto Spruce Street. Go three blocks to McBride Ave. Ext. The Cultural Center is on the right corner and the Great Falls is directly across the street.

GARDEN STATE PARKWAY SOUTH:
EXIT 139 onto Route 80 West. Follow directions for Route 80 West above.

GARDEN STATE PARKWAY NORTH:
EXIT 155 P to Route 19 North. Follow signs for Downtown Paterson. Make 1st left at Clancy Street. Turn left onto Market Street. The Paterson Museum is on the left. At the end of Market Street turn right onto Spruce Street. Cultural Center is on the right corner of McBride Ave. Ext. and the Great Falls is directly across the street.

ROUTE 4 WEST:
Follow signs to Paterson via Broadview. Cross Passaic River bridge and continue straight on Broadway until Memorial Drive. Turn right onto Memorial Drive to Van Houten Street (Edison Army Base, on right). Turn right onto Van Houten Street and bear left onto Mill Street. Turn right onto McBride Ave. Ext. The Cultural Center is on the left and the Great Falls is on the right directly across from the Center.