LAMBERT CASTLE

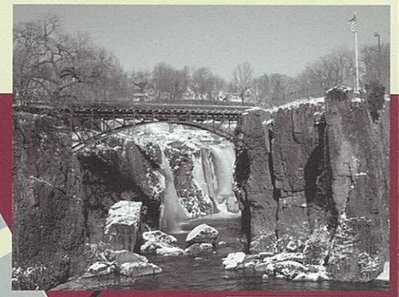
Catholina Lambert, a wealthy silk mill owner from England, constructed this magnificent mansion aside Garret Mountain in 1893. Owned by the County of Passaic and operated by the Passaic County Historical Society, the historically furnished rooms and history center are open to the public. For information on educational programming, research, and hours of operation call 973-247-0085. Garret Mountain Reservation is a 569-acre county park with horse stables and bridle paths, picnic areas, fishing, jogging and walking trails, and an overlook with views of the Paterson and New York City skylines.

S.U.M. HYDROELECTRIC STATION

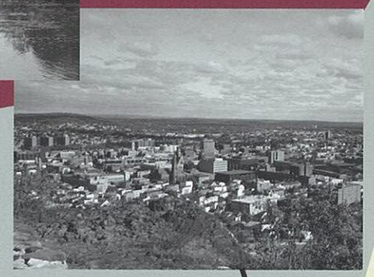
Built in 1913-14, this is one of the earliest hydroelectric plants in the country. In 1969 the plant was closed due to flood damage. Restoration began in 1984 and the plant went back 'on-line' December 30, 1986. Three of the four turbines were replaced, leaving the fourth as an original still in its historic place. The average annual production is a pollution-free 33-million kilowatts.

THE GREAT FALLS

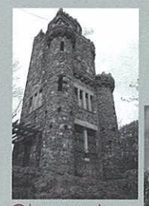
The Passaic River was formed 15,000 years ago when a glacier began to recede from the area. The chasm was created by an earthquake 200 million years ago. On average, 2 billion gallons of water a day can travel over the edge of the chasm, but the volume of the waterfall may vary in times of drought, heavy rain and snow.



Barbour's Pond



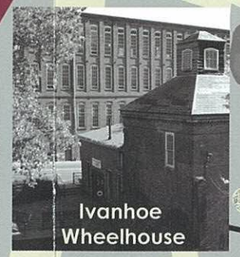
GARRET MOUNTAIN RESERVATION



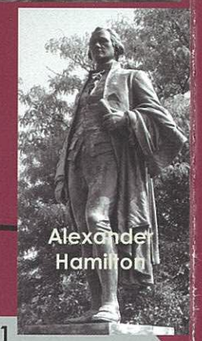
Observatory Tower

Lambert Castle

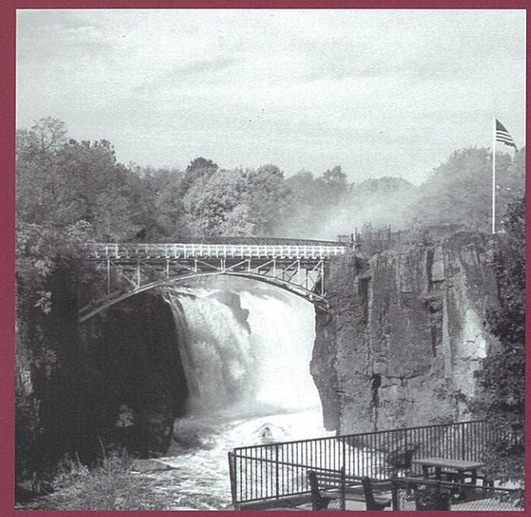
Auto Overlook

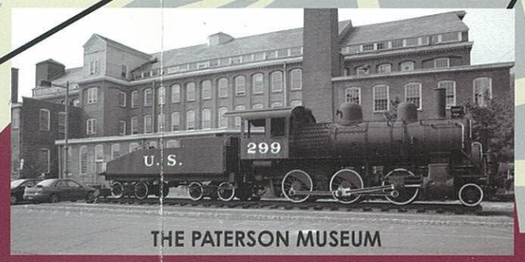


Ivanhoe Wheelhouse

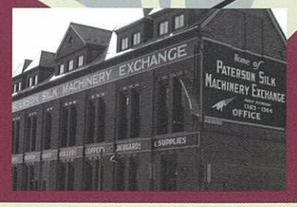


Alexander Hamilton





THE PATERSON MUSEUM



LOU COSTELLO

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, *Spe et Labore*, 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. Ivanhoe Wheelhouse (c. 1840).
4. Raceway System - Upper Park Area and Spillway (c.1792-1838).
5. Great Falls Historic District Cultural Center.
6. Haines Overlook Park & Hamilton Statue (c. 1905).
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).
10. Hinchliffe Stadium (c.1932) Home to the New York Black Yankees of the Negro League from 1934-1937 & 1939-1945.
11. Basalt columns rise to 130 ft. with layers of sandstone and lava (also known as Paterson's Palisades).
12. Site of Samuel Colt's Gun Mill (c. 1836) Temporarily Stabilized.
13. Passaic Street Bridge (c. 1850).
14. Daniel Thompson House (c. 1832) and John Ryle House (c.1831). 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.

A VISITOR'S GUIDE TO THE

GREAT FALLS
NATIONAL HISTORIC LANDMARK DISTRICT

Paterson
New Jersey

"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
greatfalls@patcity.com
www.patersonnj.gov

GREAT FALLS HISTORIC DISTRICT
PATERSON, NEW JERSEY

DIRECTIONS

ROUTE 80 WEST:

EXIT 57 B-A. Follow signs for Downtown Paterson. Make 1st left at Cianci Street. Turn left onto Market Street. The Paterson Museum will be on the left. Go to end 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 B to Grand Street and turn left. Turn right at Spruce Street. Go three blocks to McBride Ave. Ext. The Cultural Center is on the right corner and the Great Falls directly across the street.

GARDEN STATE PARKWAY SOUTH:

EXIT 159 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 onto Cianci 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 Broadway. Cross Passaic River bridge and continue straight on Broadway until Memorial Drive. Turn right onto Memorial Drive to Van Houten Street (Salvation Army bldg. 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.

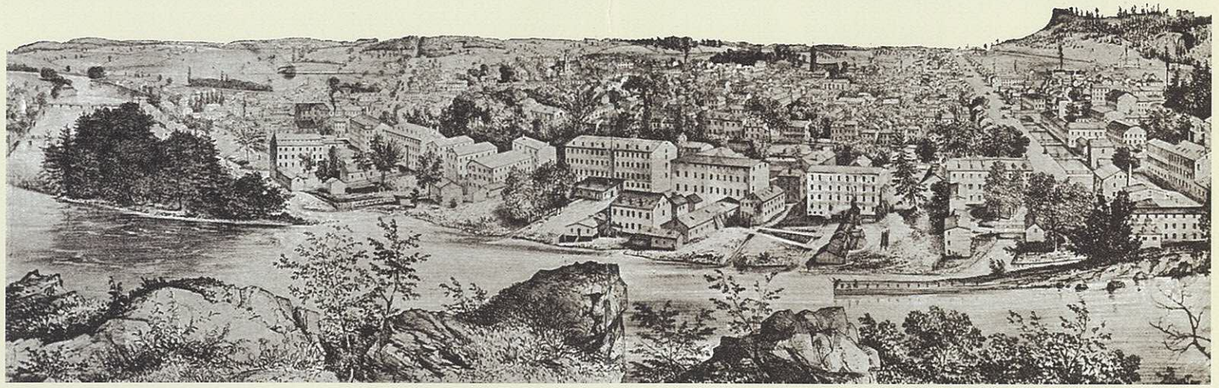
VISIT THE OFFICIAL
CITY OF PATERSON WEBSITE AT:
www.patersonnj.gov

This project is funded, in part, by the Passaic County Cultural and Heritage Council at Passaic County Community College, through a general operating support grant from the New Jersey Historical Commission, a division of the Department of State.

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

Large Print

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 McGreevy 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. Yet, it was not until 1778 that the extraordinary power generating potential of the Passaic River was recognized. Long before the colonies united and declared their independence, travelers and visitors flocked to Acquackanonk, the homeland of the Lenni Lenape, to view the breathtaking beauty of the falls.

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: 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 little 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."

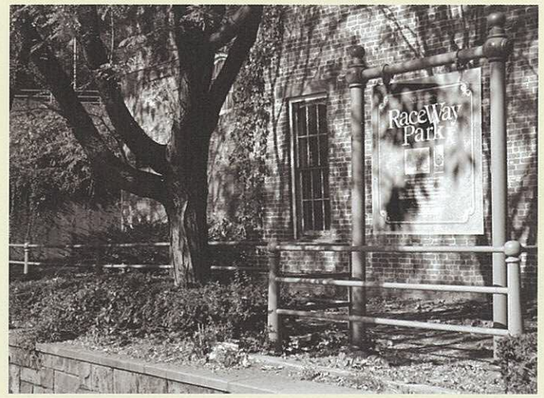
THE S.U.M. realized it was advantageous to lease land and also supply power. With this, the first hydraulic system was designed, the "Raceway" system, which raced millions of gallons of water past the mills daily to turn the wheels of industry.

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 nail 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 bleachery 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 submarine, 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 (1878) and second (1881) submarines are on view at the Paterson Museum.

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 all made in 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 1979 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 planner of Washington, D.C., designed the first plan for this 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 rocks so that water could drop into a parallel tailrace below, which connected to the new middle raceway. By 1838 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.

Bridge over Upper Raceway to Old Stone Road