

## Historic Travel Guides as Research Sources

by  
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*“The swift-changing loveliness of landscape, shut away long before motoring began, will now, as of old, speak its own unmatched and enchanting language. It needs no trumpeter. But locked away out of sight with it have been the landmarks and their legends. Unlike scenery, these things call for a guide. Coming suddenly out of their isolation, the glamour of the past is still fresh upon them and it is of these that we shall speak, that your journey may be like a trip into bygone times.”*

-Perceval Reniers and Ashton Woodman Reniers,  
*The Midland Trail Tour in West Virginia, 1926*

### Introduction

Travel guides are an indispensable tool for vacationing and tourism, but the changeable nature of attractions, lodging and restaurants quickly makes these books obsolete for today’s travelers. For the historian, however, whose “travel” consists of virtual trips to earlier times, old guidebooks can be valuable windows to the past; furthermore, travel guides’ orientation around the automobile and road trips makes these resources particularly relevant for the researcher of historic roads. This paper will outline the history of travel guidebooks, explore the benefits and challenges in their use for historical research, and present two sample field surveys undertaken using old guidebooks as resources.

## Historical Background and Development of Guidebooks

Travel literature can be traced at least as far back as the 2<sup>nd</sup> century A.D., when geographer Pausanias wrote his ten-volume *Description of Greece*. This extensive tome covered a different section of Greece in great detail in each book. Though the subject matter is far-removed from today's readers, Pausanias wrote in a conversational tone about exactly what the traveler can expect to see along the journey. His description of wall paintings in the Acropolis, for example, reads surprisingly like a modern "off the beaten path" sightseeing guide:

*On the left of the gateway is a building with pictures. Among those not effaced by time I found Diomedes taking the Athena from Troy, and Odysseus in Lemnos taking away the bow of Philoctetes. There in the pictures is Orestes killing Aegisthus, and Pylades killing the sons of Nauplius who had come to bring Aegisthus succor. And there is Polyxena about to be sacrificed near the grave of Achilles. Homes did well in passing by this barbarous act.<sup>1</sup>*

Travel literature in the form of memoirs and accounts stretches around the world from journeys through the Holy Land to discovery of the New World to the Grand Tour of Europe. Travel in Pausanias's time and through the ensuing centuries was primarily limited to wealthy aristocrats and merchants, soldiers and religious pilgrims. The concept of travel for travel's sake was an alien concept to much of the world until the 19<sup>th</sup> century, when economies began to shift, creating greater distribution of wealth and a nascent middle class. The increased ease of printing and rise in literacy also allowed greater communication between more distant places and hence, more curiosity about

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<sup>1</sup> Pausanias, *Description of Greece*, Book 1, p. 17.

them. Finally, ever-evolving innovations in transportation technology allowed faster and easier access to more and more places via steamboat, then railroad, then automobile.

In the United States, one of the earliest popular travel destinations was Saratoga Springs, easily accessible via steamboat on the Hudson River to large numbers of New Yorkers with varying levels of wealth. Three of America's earliest travel guides were written about Saratoga Springs and Niagara Falls (just a ride down the Erie Canal away) in the 1820s. Richard Gassan's study of these early travel guides describes the differing audiences and approaches of the three authors. Gideon Davison's *The Fashionable Tour; or, a trip to the Springs, Niagara, Quebeck and Boston, in the summer of 1821* was the first guide that was pocket-sized and organized information by geography rather than alphabetically, as gazetteers did.<sup>2</sup> The book's purported fashionableness is betrayed by its modest paper and lack of illustrations, which indicate that it was intended to be affordable to newly-moneyed travelers who hoped to become fashionable themselves. In 1825, both Theodore Dwight and Henry Dilworth Gilpin published guidebooks inspired by Davison's *Fashionable Tour*. Dwight, a highborn, conservative academic who disliked the Romanticist trends of his day, wrote *Northern Traveller*, a practical guide full of facts and devoid of emotion.<sup>3</sup> By contrast, Gilpin's *Northern Tour* included florid descriptions of the "sublime" scenery, quotes from Romantic poetry, and greatly embellished retellings of Indian legends.<sup>4</sup>

Seminal guidebook series in Europe were also developed in the early 19<sup>th</sup> century by Karl Baedeker in Germany and John Murray in England. Travel in Europe had been largely suppressed by the French Revolution and related unrest, but by 1815, organized

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<sup>2</sup> Gassan, "The First American Tourist Guidebooks", 54-55.

<sup>3</sup> Gassan, 58-59.

<sup>4</sup> Gassan, 61-63.

tours were being offered by individuals and companies.<sup>5</sup> A publisher, Karl Baedeker got into the guidebook business by happenstance; a publishing company he acquired in 1832 had just released Professor Johann August Klein's "scholarly survey of the history, scenery and art of the Rhineland." Baedeker later decided to revise the book, extending the territory covered in Germany and adding practical information about lodging and transportation.<sup>6</sup> The advent of the railroad only increased pleasure travel and by 1914, Baedeker's sons had published guides to almost every region of the world, including Europe, Scandinavia, the Mediterranean, North Africa, the Middle East, Asia Minor, North America, Russia and India. The company was so ubiquitous that "Baedeker" became another word for "guidebook."<sup>7</sup>

Baedeker was influenced by the work of John Murray, who came from a publishing family and published a guide of Europe based on his own travels in 1836. The two started out as friends and collaborators with a common purpose, but the companies descended into bitter rivalry when Baedeker guides began to cover England in 1878, in spite of the fact that Karl had died in 1859.<sup>8</sup> Even so, both companies are regarded today as major pioneers in the history of travel guidebooks, and the Baedeker name continues to publish worldwide guides.

In the United States, the next milestone in tourism history after the development of the railroad was the effort to improve the nation's roads. Beginning in the 1870s, bicyclists lobbied for better road conditions and more government involvement in road construction and maintenance. The mass production of the automobile fortified the Good

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<sup>5</sup> Mendelson, "Baedeker's Universe", 1.

<sup>6</sup> Mendelson, 2.

<sup>7</sup> Mendelson, 4.

<sup>8</sup> Mendelson, 4.

Roads Movement and in 1916 President Woodrow Wilson signed the Federal Road Aid Act. As the automobile supplanted both the bicycle and the train, and a network of improved state and federal routes was built, the road trip became the preferred mode of travel for Americans. The American Automobile Association, established in 1902 to advocate for better roads, began supplying members with travel data and information in 1907 and published the first three volumes of its TourBook series in 1926; today, AAA TourBooks cover every state and tourist destination in the country.<sup>9</sup> A vast array of other guidebooks devoted to particular areas and routes were written by scores of authors, many of whom employed extravagant prose to express the romance of the road.

The Great Depression, which simultaneously squelched pleasure travel and created a large population of migrant workers traveling the country's roads, might have completely halted the somewhat frivolous pursuit of travel guide writing, but instead led to the creation of one of the most complete and detailed series ever written about the United States. The Federal Writers' Project, established in 1935 as part of the Works Progress Administration, provided work for unemployed writers, historians, teachers, and others.<sup>10</sup> The resulting American Guide Series included a 300-700+ page book for each of the 48 states, plus books and pamphlets for 38 additional cities and regions. Each state guide contained general background on the state's history, industry, education, agriculture and other topics, detailed profiles of major cities, and extensive numbered tours along most of the state's major highways. The tours noted the names of most small towns along the route, including, at the least, population information and basic background information. Notable landmarks and historical events were described in

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<sup>9</sup> "AAA History."

<sup>10</sup> "Federal Writers' Project."

greater detail for many stops. The guides also included photograph plates documenting a variety of people, businesses, and pursuits.



Figure 1. Map key for numbered tour routes covered in the text of *West Virginia: A Guide to the Mountain State* (inside front cover).

Today, the consumer can choose from a broad array of travel guides. As with the earliest guidebooks written in the 1820s, each series presents the material with a particular travel philosophy – be it luxury or budget vacations; must-see sites or “off the beaten path”; bohemian backpacking or family road tripping; focusing on food, history, music, sports, art, or any other interest that might appeal to a certain audience. Rightly described as ephemera by historians, travel guides were not necessarily intended to stand the test of time; yet, these records of history not only document sights and places perhaps

long gone, they also express the values, philosophies and attitudes of societies as they evolve over time.

### **Practical Applications for Historians**

The usefulness of old travel guides as research sources first became clear to the author during an environmental review project in southern West Virginia. A bridge was slated for replacement in the small town of Midkiff on WV Route 10 in Lincoln County. The town consisted of a church and a few homes of modern construction and, as is common with rural areas, little historical background could be found regarding this community, save for a few appearances as a dot on historic maps. Finally, the author consulted the 1946 Federal Writers' Program guide to West Virginia, serendipitously received as a gift from a colleague in New York, and found that not only was State Route 10 documented as "Tour 18", but that Midkiff had its own entry:

*MIDKIFF, 120 m. (615 alt., 122 pop.), is the distributing center of an oil and gas section.<sup>11</sup>*

In addition to shedding some light on the reason for Midkiff's existence, this brief entry also yielded the perhaps more significant conclusion that, at least to a government researcher tasked to document local points of interest in 1946, not many significant buildings or sites were found in the town. In a place with so little recorded history, even this small tidbit was useful in assessing significance for Section 106 review.

The depth and breadth of the American Guide Series makes these books one of the most reliably useful sources for historical research. The Federal Writers' Project

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<sup>11</sup> Federal Writers' Project, *West Virginia: A Guide to the Mountain State*, 469.

authors were consistent in documenting most small towns along the routes, noted a variety of different types of sites (buildings, cemeteries, businesses, farms, hotels, etc.), and gave attention to both historical and current events. Even very brief entries can give researchers a starting point for contextual research – in the case of Midkiff, it was the regional oil and gas industry. Particularly for historians involved in researching roads and bridges, the guides’ organization along driving tours of a state’s major routes could not lend itself better to the subject. The mere inclusion of a road on the tour map indicates a certain level of importance as a local or regional corridor. Many tours also include brief side trips down smaller roads to other points of interest.

Guidebooks also assist with the evaluation of integrity for buildings or districts. A research trip on US Route 130 in New Jersey following the 1938 WPA guide *The Ocean Highway: New Brunswick, New Jersey to Jacksonville, Florida* revealed a wide range of community preservation. Almost every building mentioned in the guide’s entry for Cranbury, New Jersey was still extant, while little could be recognized after 75 years in the small town of Dayton. The Jersey Homesteads, now known as the town of Roosevelt, NJ, are described at length as a side trip in the guide. A photo plate in the 1938 guide allows easy “then and now” comparison of the buildings of the experimental communal town founded by the federal government as part of the New Deal (Figures 2 and 3).





Figure 2. Photo plate from *The Ocean Highway*, 1938. p 12.



Figure 3. Home in Roosevelt, NJ, 2012.

A collection of guidebooks from a range of authors and publishers across multiple years can provide a comprehensive view of the evolution of roads, travel trends, and communities. With greater variety in a collection, historians can more clearly discern biases and identify the truly historically significant themes, sites and buildings in a place, which may emerge as recurring entries across different sources. The greatest difficulty in amassing a collection is the temporary nature of guidebooks. Scouring libraries, the Internet and used bookstores for guides from a certain time or locale may prove a lifelong pursuit.

Geographical information systems, satellite imagery and internet mapping technology have emerged as powerful tools for historic road research. Google Street View, for example, allows “virtual traveling” down a vast number of roads nationwide from one’s web browser. While there is no true substitution for seeing a place in person, this technology can help the researcher prepare for a field survey by providing an idea of the current state of the road and buildings along it, and can allow him or her to virtually revisit the route afterwards to answer further questions or seek out missed details.

## **Challenges**

Tracing a route using an obsolete guidebook can be a fascinating process, but takes preparation and patience. Working as a team, with a driver to focus on safety and a passenger to search the passing scenery for relevant sites, is preferable to traveling alone. Traffic laws should always be obeyed and the car should never be stopped on the shoulder of interstates or other busy, high-speed highways. The research team should be prepared to turn around frequently (when safe and permissible) for missed sites or side

routes, and to possibly make several loops through towns in their efforts to ascertain the existence of guidebook entries. Taking photos from a moving car generally does not produce quality results, so the team can expect to stop frequently in appropriate locations to explore and photograph on foot. In short, large-scale research using an historic travel guide is not a Point-A-to-Point-B endeavor and can consume many hours and days.

As with any primary source, possible inherent biases within the work must be considered. The American Guide Series, produced during a difficult period in national history, focused on the positive in its discussions of industry, education, government services and recreation. Any discussion of conflict is generally limited to descriptions of battles of the Revolution, Civil War or other old wars. Three pages in the West Virginia Guide are devoted to labor struggles in the coal mining industry, but driving tour entries largely avoid mention of poor coal camp conditions, illness and poverty. The American Guide Series books are also products of their time in regards to race. While they do not sidestep the topic altogether, the books again focus on the positive by noting the various services, schools, and recreational and social facilities available for “Negroes”, and by discussing the achievements of figures such as Booker T. Washington and John Henry. Discussion of racial hardship, inequality or segregation is absent.

Other guidebooks besides the American Guide Series also contain biases. *Over the Alleghenies by the Northwestern Turnpike* written in 1928 by John Randolph Schaeffer is a driving tour guide along US Route 50 from Baltimore, Maryland to Parkersburg, West Virginia. Schaeffer, who lived on US 50 in Gorman, is touchingly enthusiastic about his hometown and devotes a disproportionate amount of text in the guide to it:

*Gormanian, West Virginia is a thriving little town with a bright future. Nestled in a beautiful valley of the Potomac, it is unlike Rome which sat on the seven hills.*

*Gormanian is surrounded by seven hills as follows: Althouse's, Hoffman's, Gilbert's, Eger's, Riddler's, Schaeffer's and Rinker's... Good roads lead to all cardinal points. The climate is invigorating and healthful and there are beautiful streams and springs of pure, cold water. Beneath the surrounding hills are treasured rich veins of coal, with prospects of oil and gas.<sup>12</sup>*

Schaeffer extols the virtues of Gormanian for three more pages and ends with an invitation to help the reader relocate his home or business to the town. In contrast, he devotes one page to Baltimore and just over two to Washington, DC. Here, a review of at least two or three different guidebooks, or other sources, can help the researcher understand and account for author bias.

The use of guidebooks to research specific, known places, landmarks, buildings or other sights is relatively straightforward. Most guides are organized according to geography and include indices, making specific information easy to find. Undertaking a more general survey of a route corridor, however, proves more complicated. Many of the major routes of the early 20<sup>th</sup> century continued to grow in importance and have been upgraded to multi-lane highways or even interstates, and may have been significantly realigned. In the worst case scenario, a town or site noted in a guidebook may be completely obliterated. More commonly, the town has been bypassed and the original route, possibly renumbered, can be discerned on modern maps as a parallel road diverging and converging with the new alignment. In some cases, the road may have been reconstructed multiple times and the original alignment may be nothing more than a

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<sup>12</sup> Schaeffer, *Over the Alleghenies*, 53.

grassy grade paralleling the current pavement at a distance. Hence, preparation for the field survey should include a review of historic maps from several different eras, if possible, in order to trace any changes in the route.

## **Case Studies**

The following case studies represent the practical application of travel guides for historic research, particularly of the built environment. These two sample routes were chosen based on available resources in the author's collection, with an attempt to introduce variety in location and source material. Then the routes were simply driven to determine what remains.

### *US 130 in New Jersey: New Brunswick to Robbinsville*

US Route 130 in New Jersey is part of the Ocean Highway, which extended from New Brunswick, New Jersey to Jacksonville, Florida. The Federal Writers Project published a special guidebook in 1938 covering the entire length of the Ocean Highway. A 25-mile portion of the highway in New Jersey between Robbinsville and New Brunswick was selected for sample survey.

The earliest roads traversing what would become the colony of New Jersey were trails used by the Lenni-Lenape Indians. As Europeans began settling the colony, they too used the Indian trails, and continued to develop new roads, particularly between large trade centers like Philadelphia and New York. One road connecting New Brunswick to towns in the south followed an old Indian trail and passed by George Rescarrick's tavern in Cranbury; it became known as "The Road to George's" and later, simply "Georges

Road.”<sup>13</sup> Georges Road intersected a number of other important roads, including the Assunpink Trail (Lincoln Highway) in New Brunswick. Georges Road also served as Aaron Burr’s escape route south in 1804 after his fatal duel with Alexander Hamilton; he stopped in Cranbury to change horses.<sup>14</sup> In 1865, the New Jersey Legislature chartered a turnpike between New Brunswick and Cranbury that was to follow and improve upon the old Georges Road.<sup>15</sup> The Bordentown and South Amboy Turnpike, chartered in 1816, connected Hightstown with Cranbury and continued on to South Amboy. These two turnpikes (and their earlier incarnations) connected several important regional and national roads, including the Lincoln Highway and the York Road into Pennsylvania; together, they evolved into US 130 when road systems came under state and federal control in the early 20<sup>th</sup> century.

By the late 1930s, US 130 was realigned away from most of the towns on the route, and beginning in the 1950s, it was gradually upgraded to a four-lane limited access expressway. Thus, the original Ocean Highway route must now be discerned by looking for parallel and divergent routes on maps. In this section of the road, the original route follows Main Street in Windsor, State Route 33/Mercer Street and County Route 539/Main Street through Hightstown, County Route 539/Main Street and County Route 615 through Cranbury, and County Routes 679/ 697/Georges Road through Dayton into New Brunswick.

The resource used for this field survey was *The Ocean Highway*, produced by the Federal Writers’ Project in 1938. This particular guide covers almost 1000 miles and crosses eight states. It was compiled from the Federal Writers’ Project guide for each

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<sup>13</sup> “A History of South Brunswick Township.”

<sup>14</sup> “History of Cranbury.”

<sup>15</sup> *Acts of the Eighty-Ninth Legislature of the State of New Jersey*, 154.



state, so the same text for this section of road also appears within Tour 19 in *New Jersey: A Guide to its Past and Present*, published in 1939. The introduction of *The Ocean Highway* relates the history of the route in the larger context of the East Coast. *New Jersey: A Guide to its Past and Present*, on the other hand, contains more specific background and history for the state of New Jersey and a number of cities. The table in Appendix A outlines the towns, text excerpts from the guidebook entries, and notes and observations from the field. Towns or individual points of interest are listed in boldface, and any sites within a particular town are listed beneath in regular typeface.



Figure 4. First Presbyterian Church in Cranbury, NJ, est. 1750, current building 1839: one of many landmarks still standing along US 130.

*The Northwestern Turnpike – US Route 50 in West Virginia: Romney to Aurora*

The Northwestern Turnpike was chartered in 1827 by an act of the Virginia General Assembly. The road was fully funded by the state and was intended to compete with the National Road (US 40) as a major east-west route. Col. Claudius Crozet, Virginia's chief engineer, oversaw the design and construction of the turnpike through some of the Eastern United States' most difficult mountainous terrain. The road began in Baltimore and crossed through what is now the Eastern Panhandle of West Virginia to Clarksburg and then on to Parkersburg. It was finished in 1838 and operated successfully for several decades until the arrival of the Baltimore and Ohio Railroad in the region around 1850. After the Civil War, it was poorly maintained by the new state of West Virginia until it became part of the highway system in the early 20<sup>th</sup> century.<sup>16</sup>

The resources used for the US 50 sample field survey included:

Schaeffer, John Randolph. *Over the Alleghenies by the Northwestern Turnpike*, 1928. pp 23-31, 33, 47-59, 81-85

Federal Writers' Project. *West Virginia: A Guide to the Mountain State*. Third printing, 1946. pp. 322-327

These two guidebooks represent different approaches and tones. Schaeffer was clearly passionate about the road and sought to promote it positively and movingly:

*In passing over this magnificent thoroughfare you are constantly reminded of the sublimity of Nature. You are captivated by the vastness and grandeur of the old dame, Nature. You pass over hill and dale, you go by sparkling rivulets, dashing*

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<sup>16</sup> Ken Sullivan, ed., *West Virginia Encyclopedia*, 537.



*waterfalls, lofty and majestic mountain peaks, and lovely valleys gently sloping to the mountains.*<sup>17</sup>

The WPA Writers' Project, as a federal program, did not have a goal of promoting one particular town or state over any other, but was more focused on presenting facts and documenting points of interest throughout the nation. While the WPA guide is organized by clear, distinct entries for towns and sites, *Over the Alleghenies* contains more free-flowing narrative for each town. Schaeffer, as a local resident, likely personally knew many of the people along the route, and thus included extensive lists of business owners and notes on original settlers and their descendants, yet was not primarily concerned with building locations or architectural descriptions. However, the documentary tone of *A Guide to the Mountain State* does not make it a superior resource to *Over the Alleghenies*. Because the WPA guides covered so much area and material and were written by many different authors who were not necessarily local, errors can be found in the texts. Local guides dealing with more specific routes and regions, such as *Over the Alleghenies*, have the potential to be more detailed and thoroughly researched than larger, more general guides.

The table located in Appendix B provides side-by-side comparisons of information found in the two guidebooks about various towns and points of interest, along notes and observations from the field in 2012.

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<sup>17</sup> Schaeffer 69.

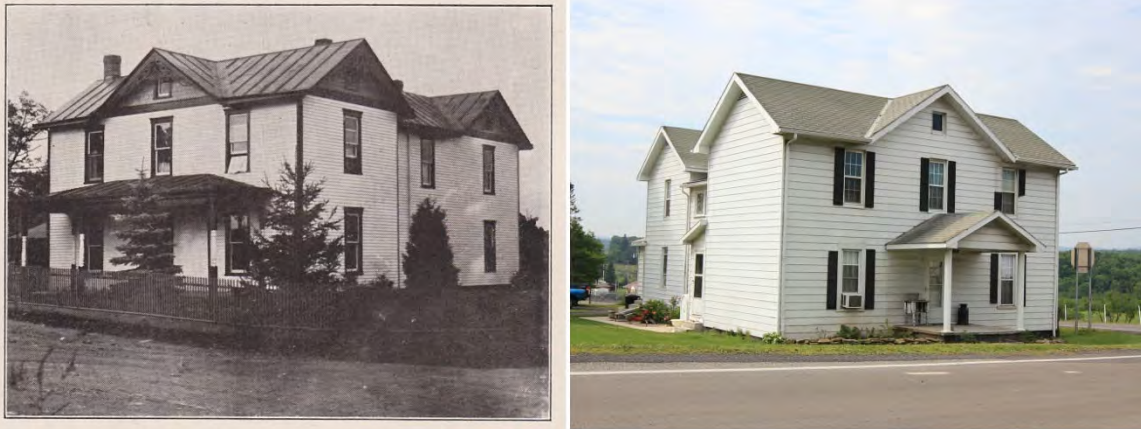


Figure 5. Schaffer Residence and Inn in Mount Storm, WV as pictured in *Over the Alleghenies* in 1928 (left) and in 2012 (right).

## Conclusions

The road trips using obsolete historic guidebooks proved to be interesting and worthwhile endeavors. Advance planning is recommended to identify the proper alignments and to review the general history of the region before embarking on field surveys. Researchers should remain flexible and allow plenty of time for exploration. The sites and towns mentioned in the guidebooks were, for the most part, easy to find. There was a wide range of historic integrity at various sites, from well-preserved with very few intrusions in Cranbury, to a mix of eras and architectural styles in Hightstown and Romney, to significant alteration and building demolition in Gormanian and near New Brunswick. In most cases, the guidebooks provided a good starting point for historical research, but further resources were needed to round out the details and verify facts.

Travel guidebooks not only document sites of the past, they record the excitement and romance of travel. The enthusiasm, and in some cases positive and negative judgments, of the authors reveal social attitudes towards roads, places, sites and buildings. Travel guidebooks were not intended to stand as historical records for the future, yet, for that very reason, they provide authentic and candid perspectives on human

movement and values. A collection of travel guidebooks is a valuable addition to the library of any historian concerned with roads. And for anyone who simply has a passion for history and road trips, historic travel guides provide inspiration for that next adventure... perhaps along US Route 60, the Midland Trail in West Virginia:

*Like a flying arch the Trail bridges the Alleghenies and from it you may look down upon the “cleaner, greener land” of your dreaming. The giant ridges, rank on rank, march majestically before you, manouevering and shifting as you overtake them like great battalions of the gods at drill. Far below their shaggy green helmets are the mountain streams, from rill to full-bosomed river, twisting in and out among the hills.”<sup>18</sup>*

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<sup>18</sup> Reniers and Reniers, *The Midland Trail Tour*, 7.

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Virginia Conservation Commission.

Appendix A. US 130 in New Jersey: *New Brunswick to Robbinsville*

<b>Location</b>	<b><i>The Ocean Highway</i></b>	<b>Notes and Observations</b>
<b>New Brunswick</b>	<p>“US 130 branches S. from US 1 at a traffic circle, m., on the southern edge of New Brunswick, 38 m. W. of New York City. Several hundred feet R. stands the red and white steel tower of an airway beacon.”</p>	<p>Extensive growth and development in New Brunswick. Mile 0 is now a large interchange with US 1. No airway beacon tower found.</p>
<b>Deans</b>	<p>“... in the center of farming country, still has, on one of its four corners, pasture land, with an old fashioned red barn not far beyond.”</p>	<p>A few older homes lacking integrity, and some modern residential development. Pasture and red barn not found.</p>
<b>Dayton</b>	<p>“The little village is an important shipping point for potato growers. A blacksmith shop and, in season, crowded corncribs and haystacks accent the peaceful rusticity of the neighborhood. Many old houses are still standing along the road in this region. One, built in 1710, is some distance from the highway at 10 m. (R).”</p>	<p>Small town with possible historic tavern/inn, several historic homes and First Presbyterian Church, constructed in 1869. No blacksmith shop, corncribs or haystacks. No historic farms or estates observed along the road; they appear to have been replaced with large manufacturing, corporate and distribution buildings.</p>
<b>Cranbury</b>	<p>“At 11.1 m. is the junction with a concrete road. Right on this road to Cranbury, one of the centers of a potato-growing district; it retains much of the charm of early America. The streets are lined with old frame houses, some of them converted into stores, others the homes of retired farmers.”</p>	<p>Well-preserved historic district with many historic homes and buildings from Colonial through Victorian eras.</p>

<b>Location</b>	<b><i>The Ocean Highway</i></b>	<b>Notes and Observations</b>
-Masonic Hall	“The village post office is almost concealed within the bulky MASONIC HALL.”	More accurate name is Odd Fellows Hall. The Independent Order of Odd Fellows constructed the building and the Freemasons and others rented space. Now renovated and home of Richard Grubb & Associates, a cultural resources consulting firm. <sup>1</sup>
-L.P. Curtin House	“On the north edge of the town (R) is the L. P. CURTIN HOUSE, recognized by its white frame walls and the iron grillwork on the porch. Aaron Burr slept here in 1804 while fleeing from New York to Philadelphia after wounding Alexander Hamilton in the fatal duel.”	The location/existence of Curtin House could not be ascertained. No other sources mention it in connection with Aaron Burr, including the town’s walking tour brochure.
-Cranbury Inn	“... which in 1780 began to supply meat and drink to travelers on what was then the old York Road. Two of these wayfarers were Washington and Hamilton.”	Still extant and in use as a restaurant. Several additions, but original portion obvious and retains good integrity.
-First Presbyterian Church	“The well-proportioned FIRST PRESBYTERIAN CHURCH (R), built in 1734, is painted an immaculate white; it has two fluted columns on the facade and a graceful lantern. In the well-kept cemetery behind the church, names and dates from 1758 are legible on the gravestones.”	Landmark church and cemetery still extant, in use and well-preserved.

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<sup>1</sup> Richard Grubb and Associates, “Odd Fellows Hall: Cranbury, New Jersey.”  
*Historic Travel Guides as Research Sources*  
 Courtney Fint Zimmerman

<b>Location</b>	<b><i>The Ocean Highway</i></b>	<b>Notes and Observations</b>
<b>Hightstown</b>	<p>“... a busy market place, for the surrounding farm country; it also has some manufacturing plants. The entrance to the town from the N. is attractive, with grand old willow trees grouped on the shore of PEDDIE LAKE (L), and an ornate stone firehouse (R). Houses erected before 1800 are scattered about the village among buildings of later construction.”</p>	<p>Larger town, range of buildings through the early 20<sup>th</sup> century with good integrity, and continued later development.</p>
-Sarah B. Smith House	<p>“... 137 Stockton St., just behind the railroad station, was built in 1770 and in 1819 became the community's first post office.”</p>	<p>Still extant, restored/preserved and contains antique shop and offices.</p>
-Street Markers	<p>“A modern touch is given Hightstown by the concrete street markers, designed in the shape of the Washington Monument.”</p>	<p>One large obelisk prominently located in the center of town. No other street markers could be found, however.</p>
-Peddie School	<p>“...established in 1864, is a private preparatory institution for boys. Its eighteen buildings serve the needs of approximately 260 students; the fine campus of 148 acres includes a private golf course.”</p>	<p>Still extant and operating as school. Original buildings appear to retain integrity. Campus expansions include large sports complex and additional buildings.</p>



<b>Location</b>	<b><i>The Ocean Highway</i></b>	<b>Notes and Observations</b>
<b>Jersey Homesteads</b>	<p>“Left from N. Main St. on Extra Rd. to JERSEY HOMESTEADS, 6.5 m., a project started by the Interior Department. Two hundred houses, built of cinder concrete blocks, with flat, overhanging roofs are in horseshoe shaped groups. This combined agricultural and industrial community, covering 1,260 acres in rolling, partly-wooded country, was planned to remove about 200 families whose heads are union needle-trades workers from the crowded districts of Philadelphia and New York. The community is organized on a cooperative basis.”</p>	<p>Side trip from main route on Etra Road, not “Extra Road”. Now known as Roosevelt, NJ, one of a number of experimental resettlement projects under the New Deal. Buildings designed by architect Alfred Kastner, assisted by Louis Kahn in the Bauhaus style.<sup>2</sup> School and municipal building retain integrity. Privately-owned houses vary from well-preserved to highly altered. U-shaped street plan intact, but growth of vegetation/forest seems to have diminished the visual effect of the plan.</p>
<b>Windsor</b>	<p>“A row of old-fashioned frame houses (L) lines the main street, but more conspicuous than these is the weathered brick GENERAL STORE which for more than a hundred years has been the trading place of the large surrounding farm district.”</p>	<p>3-4 blocks of older buildings, including Victorian homes, and Greek Revival church. General Store stood on corner and was demolished in 1970s, according to Bertha Lawrence, a long-time local resident. Original road alignment dead-ends at cul-de-sac.</p>
<b>Robbinsville</b>	<p>“...a hamlet off the highway (R), was at one time known as Hungry Hill because wayfarers found it hard to obtain food there.”</p>	<p>Short stretch of older churches and houses, surrounded by large mixed use development, due to proximity of I-95 and I-195.</p>

<sup>2</sup> Rutgers University Libraries, “History of Roosevelt, New Jersey.”  
*Historic Travel Guides as Research Sources*  
 Courtney Fint Zimmerman

Appendix B. *The Northwestern Turnpike – US Route 50 in West Virginia: Romney to Aurora*

<b>Location</b>	<b>Over the Alleghenies</b>	<b>West Virginia: A Guide to the Mountain State</b>	<b>Observations and Notes</b>
<b>Romney</b>			
- Hampshire County Courthouse	No entry.	“A three-story brick structure, classical in design, was built in 1922...”	Courthouse still extant, minimal alterations.
- Site of Keller House/New Century Hotel	Listed in business directory with Clara Siple as proprietress.	“The site of Keller House, corner Main and Grafton Streets, is occupied by the New Century Hotel, built in 1914..”	Demolished, currently site of Bank of Romney.
- Brady House	No entry.	“...a log structure built about 1800, now covered with weatherboards, was occupied in 1938 by the Hampshire County Department of Public Assistance...”	Demolished
- Mytinger House	No entry.	“... believed to have built soon after 1770, is the oldest building in Romney. It stands in Gravell [sic] Lane, the oldest street in the town – perhaps in the Northern Neck.”	Still extant and operated as historic house museum.

<b>Location</b>	<b>Over the Alleghenies</b>	<b>West Virginia: A Guide to the Mountain State</b>	<b>Observations and Notes</b>
- State School for the Deaf and Blind/ Classical Institute	“The state institutions for the deaf and blind are also located here. The literary societies of the county donated to the state in 1872 sufficient funds for the erection of the Institute for the Deaf.”	<p>“By legislative act in 1846 the Literary Society of Romney, organized in 1819, was authorized to run a \$20,000 lottery, the proceeds of which were to be used ‘to establish at or near the town... a Seminary of Learning, for the instruction of youth in the various branches of science and literature.’”</p> <p>“The School for the Deaf, built around the old red brick Classical Institute (see above), includes the administration building, dormitories, shop and farm buildings.”</p> <p>“The School for the Blind occupies the building that from 1850 to 1916 housed the Potomac Seminary, a rival of the Classical Institute.”</p>	The State School for the Deaf and Blind is still operational and using the 1846 Classical Institute building. The status of the Potomac Seminary building is uncertain, since the schools for the deaf and blind are no longer separate and together occupy a campus with a variety of buildings.
- Literary Hall	No entry.	“... on the campus of the [Deaf and Blind] schools, was built in 1870 when the Literary Society gave its [Classical] Institute building to the state.”	Literary Hall is not accurately described today as being located on the campus of the School for the Deaf and Blind. This 1870 building, though vacant, is still in existence and is located on Main Street across from the courthouse.
<b>Taylor Homestead</b>	No entry.	“... a landmark on the Northwestern Turnpike for more than a century, was widely known... as a hotel and wagon stand.”	Old stone house at the noted mile (26.9) was observed but could not be ascertained as the Taylor Homestead.

<b>Location</b>	<b>Over the Alleghenies</b>	<b>West Virginia: A Guide to the Mountain State</b>	<b>Observations and Notes</b>
<b>The Stone House</b>	No entry.	No entry.	Not noted in either guide. This house is quite noticeable along US 50. An informational sign states "The Stone House: Built by Richard Sloan in 1790. Early stage coach and civil war pickett post. Owned by the Sloan family until 1854 and the Parker Family since."
<b>Burlington</b>	"...a flourishing little town of some 350 souls..."	739 alt., 112 population	Still extant with good integrity. National Register Historic District.
- Old Homestead Tavern	Listed in business directory: "The Old Homestead Hotel, built before the Civil War, John M. Minnear, proprietor."	"...a large brick structure, early Colonial in style, built about 1785 and rebuilt in 1925."	Still extant, good integrity. Occupied, but not open to public.
- Knights of Pythias Camping Ground	No entry.	"The town is a recreation center for the Knights of Pythias. Their five-acre camping ground, one the eastern edge of town, it equipped with playgrounds, pavilion, three cottages and a kitchen."	Fair to poor integrity. Pavilion remains in poor condition. "KP" gate and various small buildings extant. Private ownership.
- Star of Hope Refuge	"Star of Hope' Children's Refuge is located here."	"... is a two-story frame building used for a children's home. Organized in 1913 to care for homeless children in the Eastern Panhandle..."	Has evolved into Burlington United Methodist Family Services, Inc., providing residential therapy and counseling to children. Original frame building does not appear to be extant.
- Old Stone House	No entry.	"...once a tavern on the old Northwestern Turnpike, is a long two-story building with 5 brick chimneys..."	Still extant and being restored by the Mineral County Historical Foundation. The chimneys are stone, not brick. Listed on National Register in 2006.

<b>Location</b>	<b>Over the Alleghenies</b>	<b>West Virginia: A Guide to the Mountain State</b>	<b>Observations and Notes</b>
<b>Birthplace of Nancy Hanks</b>	<p>“It is six miles from Burlington to the birthplace of Nancy Hanks, mother of Abraham Lincoln. This interesting relic of the past is now being rebuilt to conform as closely as possible to the original building.”</p>	<p>“Left on this road is Dolls Gap, 4 m., which in 1929 was marked as the birthplace of Nancy Hanks, mother of Abraham Lincoln. The Nancy Hanks Commission, appointed by the state legislature and given \$1500 to investigate facts and erect a proper marker, had scarcely spent the money when documentary evidence proved that at least half a dozen other places could claim the honor with as good authority, and no less than 57 actually did.”</p>	<p>The reconstructed log cabin and granite marker are both still extant.</p>
<b>New Creek</b>	<p>“New Creek was formerly a little town of much business... This was the site occupied by the famous U.S. Leather Company, operated by the Gurdy, which did a flourishing business here until 1911... James W. Mott was the man who felled the great smoke-stack, for which he received a bonus of \$30.00.”</p>	<p>“has a cluster of tourist cabins.”</p>	<p>No obvious traces of tourist cabins, leather company or other historic buildings.</p>

<b>Location</b>	<b>Over the Alleghenies</b>	<b>West Virginia: A Guide to the Mountain State</b>	<b>Observations and Notes</b>
<b>Claysville</b>	“Here is located an old-time inn which was built about the time the Northwestern Turnpike was chartered in 1827. Many years after the completion of the road the inn assumed the name of Mountain Breeze Hotel.”	No entry.	Several older buildings exist that could be the Mountain Breeze Hotel, but none could be verified.
<b>Mount Storm</b>	Lengthy description of the scenery, e.g. “Tourists should motor here, walk half a mile and spend a few minutes above the clouds.” Includes photographs of H.B. Cottrill’s home and former inn and residence of J.B. Schaeffer.	No entry.	HB Cottrill’s home and JB Schaeffer inn still extant. A few motels and large service station, now vacant. Poor integrity as an historic district.
<b>Gormaniam</b>	Extensive background and detailed business listings.	“From Gormaniam, a small industrial center with a tannery and a mill, the highway crosses the Maryland Line, on a steeply sloping bridge spanning the North Branch of the Potomac.”	Bridge replaced, many buildings demolished, few older buildings remain in poor condition.
<b>-Schaeffer Log House</b>	“Jacob Schaeffer erected the first log house in 1839, when the town assumed the name of Schaeffersville.”	No entry.	Demolished, date unknown.

<b>Location</b>	<b>Over the Alleghenies</b>	<b>West Virginia: A Guide to the Mountain State</b>	<b>Observations and Notes</b>
<b>Red House</b>	“The Red House was used as a tavern, the west end being painted red... There are two churches here, and a good graded school. Mr. Benjamin Franklin Knepp operates a general store and filling station.”	“...a crossroads hamlet settled about 1830.”	Red House tavern does not appear to be extant. One church, grade school (vacant) and general store/filling station (vacant) still extant.
<b>Youghiogheny Forest Colony</b>	No entry.	“...founded in 1931 by Frank Reeves, a geologist, is housed in 15 cottages, occupied in summer by painters, sculptors, and writers from eastern cities, which stand in a virgin pine forest so dense that even the highway is shaded by the spreading branches.”	Many log cottages still extant as private residences.
<b>Youghiogheny Park</b>	No entry.	“...a forested area, is popular with botanists for its wide range of flora. The highway is bordered with native flowers and shrubs.”	Most likely now Cathedral State Park, 133 acres of virgin hemlock forest added to the state park system in 1942.
<b>Brookside/Red Horse Tavern</b>	“The old stone house here, built more than a century ago and now in good condition, was occupied by Mr. Clinton Wootring.”	“In Brookside is the Red Horse Tavern (open), built in 1839, a stone structure with a weatherboarded addition and an enclosed double porch.”	Still extant, currently operating as a bar under the same name.

<b>Location</b>	<b><i>Over the Alleghenies</i></b>	<b><i>West Virginia: A Guide to the Mountain State</i></b>	<b>Observations and Notes</b>
<b>Aurora</b>	Noted sites include a number of topographical features, Schaeffer's Mill, Beechy dairy farm, Lutheran and Methodist churches, "a four-room graded school and a first-class-high school, Mountain View House hotel, and the Wootring Hotel.	"... attracts summer visitors because of its high altitude and clean air. They live in summer cottages or pitch tents back from the highway on the edge of broad buckwheat fields..."	Not many summer visitors in cottages and tents. Beechy farm, Lutheran and Methodist churches and Mountain View House hotel still extant. High school lost to fire. Wootring Hotel and Schaeffer's Mill unknown.