



COMING EVENTS

H. H. Historical Society Meetings:

- ♦ **Fall Meeting: Mon., October 20, 2025**
- ♦ **Winter Meeting: Mon., January 26, 2026**
- ♦ **Spring Meeting: Mon., April 20, 2026**

All meetings begin at 7:00 pm

Haddon Heights Library – lower level

The Haddon Heights Historical Society is a 501(c)3 organization. Please keep us in mind as you plan your charitable donations. Make History by Making us part of Your Legacy...

MEMBERSHIP DUES:

We invite you to renew your membership to help the Historical Society maintain operations and advance our mission. Membership dues enable us to continue providing this informative newsletter exclusively to current members. Please complete and return the membership form on **Page 3** to maintain your membership status.

CHECK OUT OUR WEBSITE

www.hhhistorical.org.

WE NEED YOU!

Be part of something meaningful! We're a close-knit group of volunteers passionate about our mission, and we'd love to have you join us. Whether you can volunteer your time or help us connect with new members, every contribution strengthens our community.

Send your email to Info@HHHistorical.org to receive future Bulletins directly to your inbox for free!

2025 HISTORICAL SOCIETY BOARD

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<u>Program/Membership Dev.</u>	JP Gentile

CONTACT THE BOARD:

Mail correspondence and Dues to:
P.O. Box 118 Haddon Heights, NJ 08035
Info@HHHistorical.org
WWW.HHHISTORICAL.ORG

"REMEMBERING YESTERDAY FOR THE PEOPLE OF TOMORROW"



Bulletin

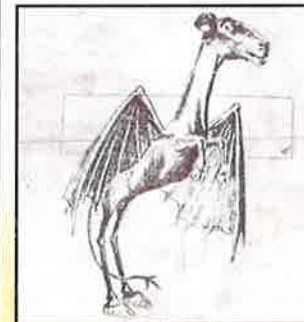
P.O. Box 118 ■ Haddon Heights, NJ 08035

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WWW.HHHISTORICAL.ORG

We meet on the 3rd Monday– January, April, July, & October at 7:00pm – Haddon Heights Library

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Notice of OCTOBER Quarterly Meeting:

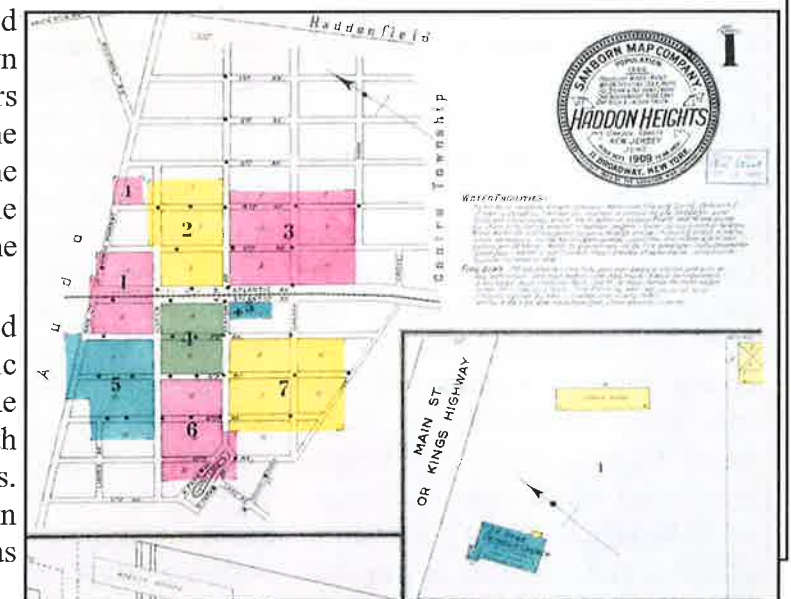
Monday October 20, 2025 at 7:00 PM

Few tales loom as large in New Jersey lore as that of the fabled Leeds Devil. Join Pine Barrens historian Paulie Wenger for an evening of folklore, tall tales, and eerie truths as he traces the origins of the Jersey Devil and explores how a regional legend became a cultural icon.

Why was Haddon Heights Founded

After the Civil War, Philadelphia and other cities continued to grow at a rapid rate as people moved from farms to a seemingly easier, more prosperous environment. Street cars provided easy transportation for workers to get to jobs and homemakers to get to newly forming department stores and food stores. The number of Irish immigrants after the potato famine in 1848 also provided a reliable supply of domestic help. Cities were well policed, had paved streets and basic utilities. By the 1880's, a new wave of Central and Southern European immigrants had entered the American cities. Industries in cities had grown rapidly causing noise and pollution. These factors changed the popular perception of the city. The conveniences of urban life began to pale and the idea of life in the healthy, clean suburbs became more attractive. Farmland in the pure air of the country was ready for development.

With railroad lines already established between Camden and Atlantic City, the Atlantic City Railroad was eager to accommodate the burgeoning need for passenger service with additional stops, added tracks and more trains. This, combined with the fact that the area known as Haddon Heights was increasingly viewed as



CAMDEN COUNTY HISTORY MONTH OCTOBER 2025

A full month of history events, featuring in-person & virtual programs, tours, exhibits, reenactments and children's activities held at over 20 historic sites throughout Camden County!



Presented by the Camden County History Alliance

For more information or to download a full event guide, visit:

CamdenCountyHistoryAlliance.com or Facebook.com/CamdenCountyHistoryAlliance



an excellent place to raise a family also made it ripe for development.

A shrewd businessman and owner of acres of farmland in Haddon Township and Center Township, Benjamin Lippincott urged the railroad to build a railroad station in 1890 in the center of his land. This developing area ran from the Haddonfield border to present day Bellmawr Avenue bounded by the Little Timber Creek (think Rt 295) and Kings Highway. Adhering to the then popular concepts of community planning, he laid out a broad street –Station Avenue– which would serve as the town center and connect the station to the houses that dotted his newly laid out residential streets of Fourth through Eighth Avenues and Kings Highway and High Street. He saw to it that the town's main street ended in a lovely park and was certain that it's sparkling lake would serve as a popular

recreation spot and attract home buyers.

By 1895 the Lippincott Real Estate Agency was advertising building lots for sale. Several houses had been built on Fourth through Eighth Avenues and Kings Highway. According to South Jersey, A History 1664-1924, Lippincott "was extremely particular that the lots should be ample area- at least one hundred feet by two hundred feet- to afford the idea of spaciousness between the dwellings, and to assure the erection of the homes of the better type, he had restrictions of the strongest character inserted in the deeds and agreements. Thus, virtually all the homes in Haddon Heights appeal to the inhabitants and the observer as being a class bordering on, if not quite, exclusive." The houses, which were set back from the street with broad sweeping lawns, were designed not for the very wealthy

but for the working middle class of Camden, Philadelphia and Gloucester City. Many of these large Queen Anna, and Cottage style homes were owner occupied, uncommon at that time and speak volumes about the relative affluence of the Haddon Heights populace.

To service the growing population, the Evaul Brothers opened a general store at the corner of Station Avenue and White Horse Pike in 1898. During that time there were nine real estate companies active in town. Two years later, the bells of the Haddon Heights Baptist Church and St. Rose of Lima Roman Catholic Church called a population of 350 to Sunday services.

Within the next four years the town's population had mushroomed to 550. A vote was taken to withdraw from Haddon and Center Townships in 1904,

and the Borough of Haddon Heights was incorporated. Not surprisingly, Benjamin A. Lippincott was elected mayor.

With the railroad passenger station and the freight station serving as the center of life in Haddon Heights, the community witnessed rapid development. The Public Service Coordinated Transport

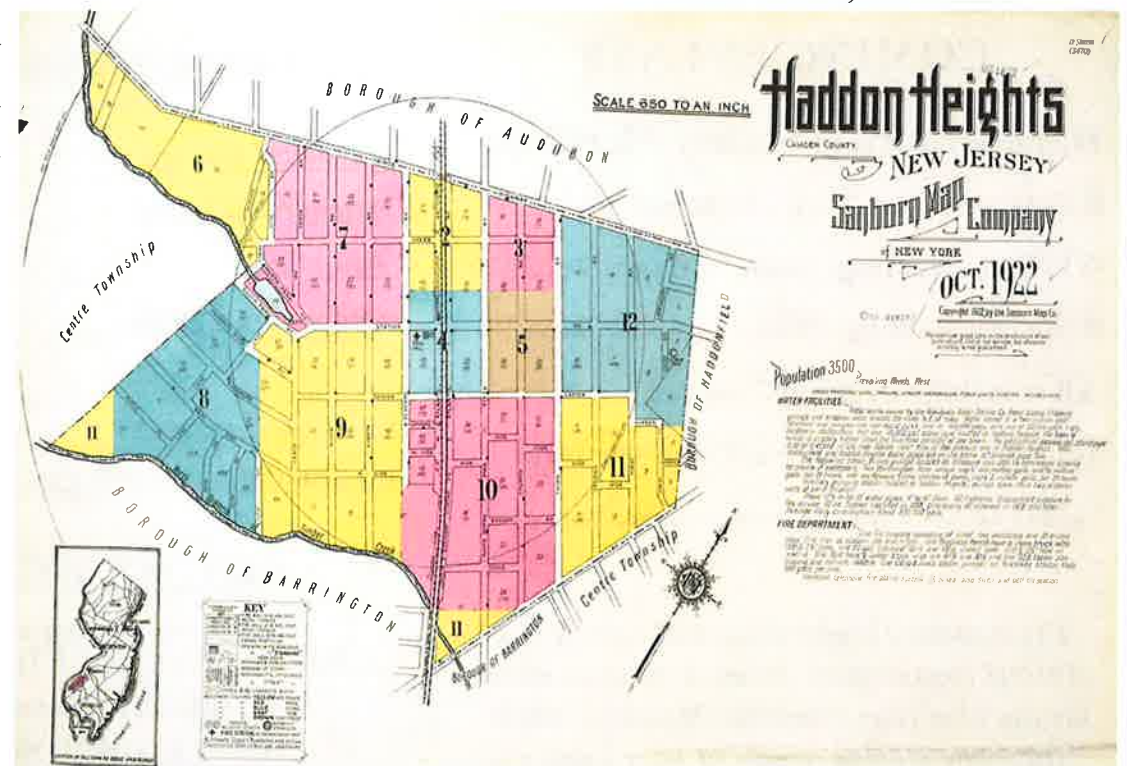
Company operated a trolley service between Camden and Haddon Heights by 1905 and the railroad was soon to offer 21 passenger trains a day into Camden and Philadelphia.

Five years later, the town boasted an eight-room schoolhouse, a building and loan association, a butcher, a coal and lumber company, a barber and a borough hall-all located on Station and Atlantic Avenues. To meet the needs of the growing community, the Haddon Heights Library was established in 1902

and was the housed together with the YMCA at 600 Station Avenue.

Lippincott divided the sections of the community among housing developers. Frederick Fries, along with partners Moore, Pollick and Redner, were active on Eighth Avenue. Alexander Young and Edward J. Deibert built houses on Sycamore Terrace, West High Street, South Park and Tenth Avenue, while Clement Titzck

and partner Frank B. Jess, Harold Rodgers and Charles Bunting (Haddon Heights Real Estate Company) were selling lots and building comfortable houses on the White Horse Pike and Fourth Avenue. By 1920, the population had grown 2950 people, a new high school was being planned to be built in an asparagus field on Second Avenue, and most of Lippincott's original land had paved streets, sewer service, and utilities.



2025 Membership Application/Renewal

Haddon Heights Historical Society

Name: _____

Address: _____

Phone (H): _____ (C): _____ Email: _____

Membership Type: _____ Single - \$10 _____ Household - \$15

Additional tax deductible donation of: \$ _____

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